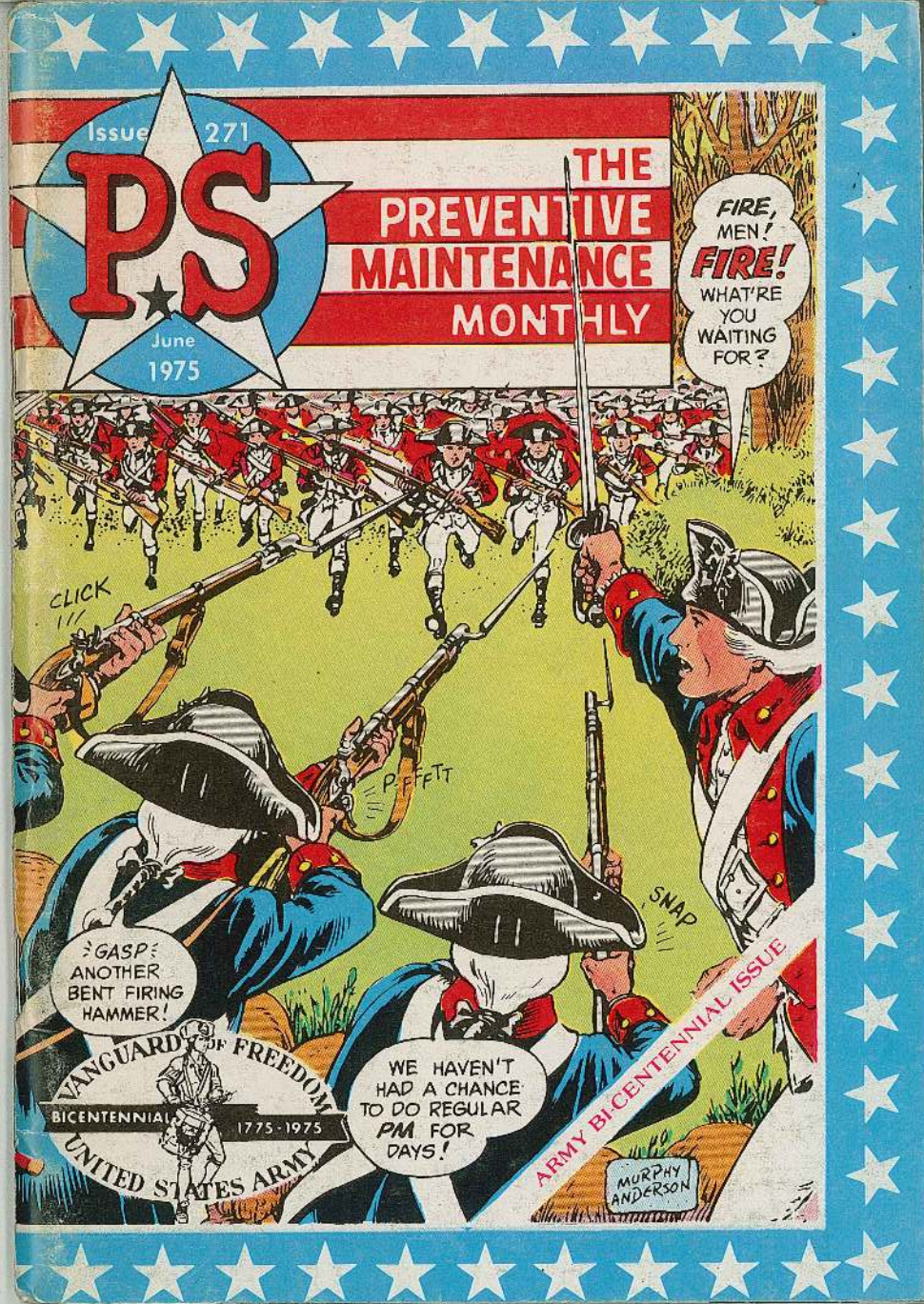
Issue 271
PS
June 1975
THE PREVENTIVE MAINTENANCE MONTHLY
FIRE, MEN! FIRE! WHAT'RE YOU WAITING FOR?
CLICK
PFFFTT
SNAP
GASP ANOTHER BENT FIRING HAMMER!
WE HAVEN'T HAD A CHANCE TO DO REGULAR PM FOR DAYS!
VANGUARD OF FREEDOM
BICENTENNIAL 1775-1975
UNITED STATES ARMY
ARMY BI-CENTENNIAL ISSUE
MURPHY ANDERSON

200 Years of PM

The Army has served this country of ours for two hundred years, and in all that time, it's never failed to accomplish the mission -- to keep our country safe.

There's no way to set a record like this without an equally fine record for maintenance. From the age of muzzle-loaders to these days of laser weapons, the operators on the equipment, the wrench-benders in the motor pools, and the repair shop technicians everywhere have had an important mission: to make sure this Army can move, shoot, and communicate. It was true at Concord and it's true today.

I know that readers of PS are part of that maintenance team -- and I know that everyone from the equipment jockey to the most specialized maintenance technician will keep this proud record going.

FRED C. WEYAND
General, United States Army
Chief of Staff

PS THE PREVENTIVE MAINTENANCE MONTHLY

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ISSUE No. 271 JUNE 1975

PS wants your ideas and contributions, and is glad to answer your questions. Name and address are kept in confidence. Just write to: Or call: AUTOVON 745-3503.

M S G Half-Mast
PS Magazine
Lexington, KY.
40507

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DISTRIBUTION: In accordance with requirements submitted on DA Form 12-5.

FIRE POWER

106 M40A2, M40A4, BYOI . . . -MM RECOILLESS RIFLE ROUNDUP

WHAT YOU NEED, EPHRAIM MAST -- IS A "RECOILLESS" RIFLE!

BOOM

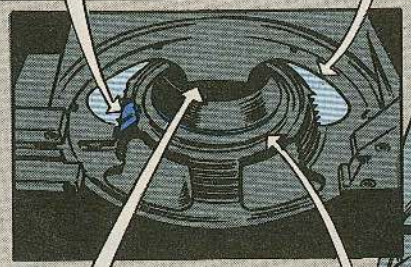
Reckless riflemen who take good care of their AT/AP weapon are rewarded with trouble-free performance. They keep it cleaned and lubed—and PM perfect.

Here's how to join the elite troop group. Eyespy these PM check points. Watch for the items in **boldface type**. They're the most serious, so 'tend to 'em soonest.

BARREL AND CHAMBER

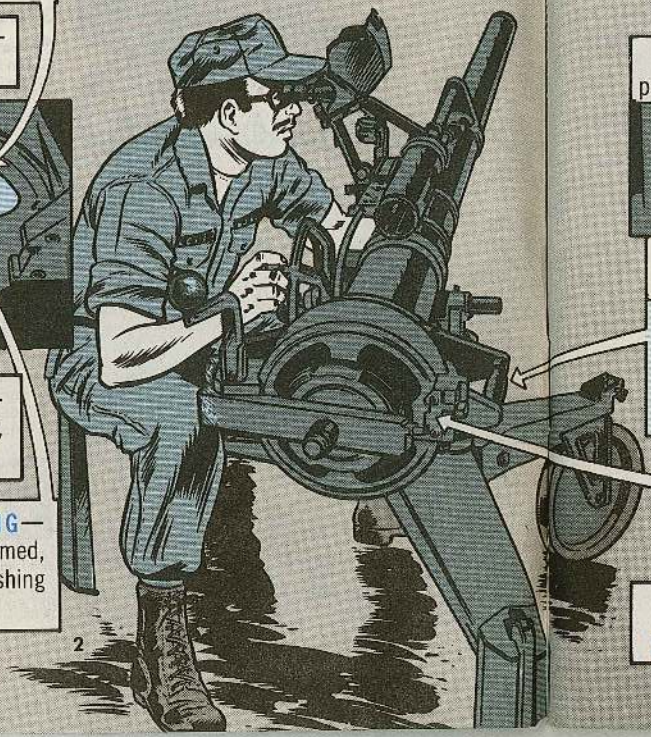
VENT ASSEMBLY—Interrupted threads **powder-fouled**; pitted, damaged, burred.

CARTRIDGE CASE DETENT—Spring weak, **broken**.

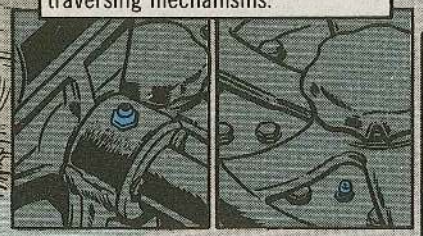


CHAMBER—Rusted, **powder-fouled**, pitted, dirty, **cracked, burred, bulged**.

COMPENSATING RING—**Powder-fouled**, pitted, deformed, loose. Area behind vent bushing gunk-filled.



LUBE POINTS—No spring action in grease fitting on elevation and traversing mechanisms.



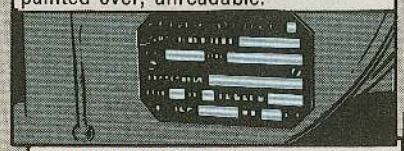
BARREL—**Rusted, corroded, pitted, cracked**, bulged, burred.

VERNIER KNOB—**Missing.**

ELEVATION WHEEL—**Binds;** wrong kind of bolt.

TRAVERSE HANDWHEEL KNOB—**Binds.** Free traverse shifting shaft knob stays in **UP/DOWN** position.

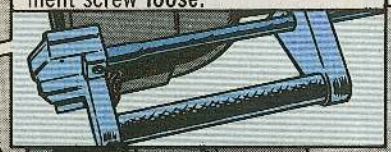
DATA PLATE—Missing, smudged, painted over; unreadable.



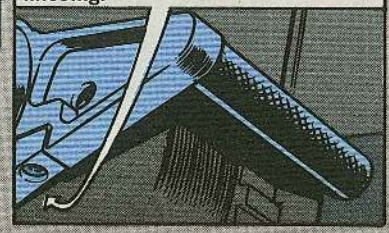
TRAVERSE HANDWHEEL KNOB

TRAVERSE SHIFTING KNOB

FIRING CABLE—**Broken**; adjustment screw **loose.**



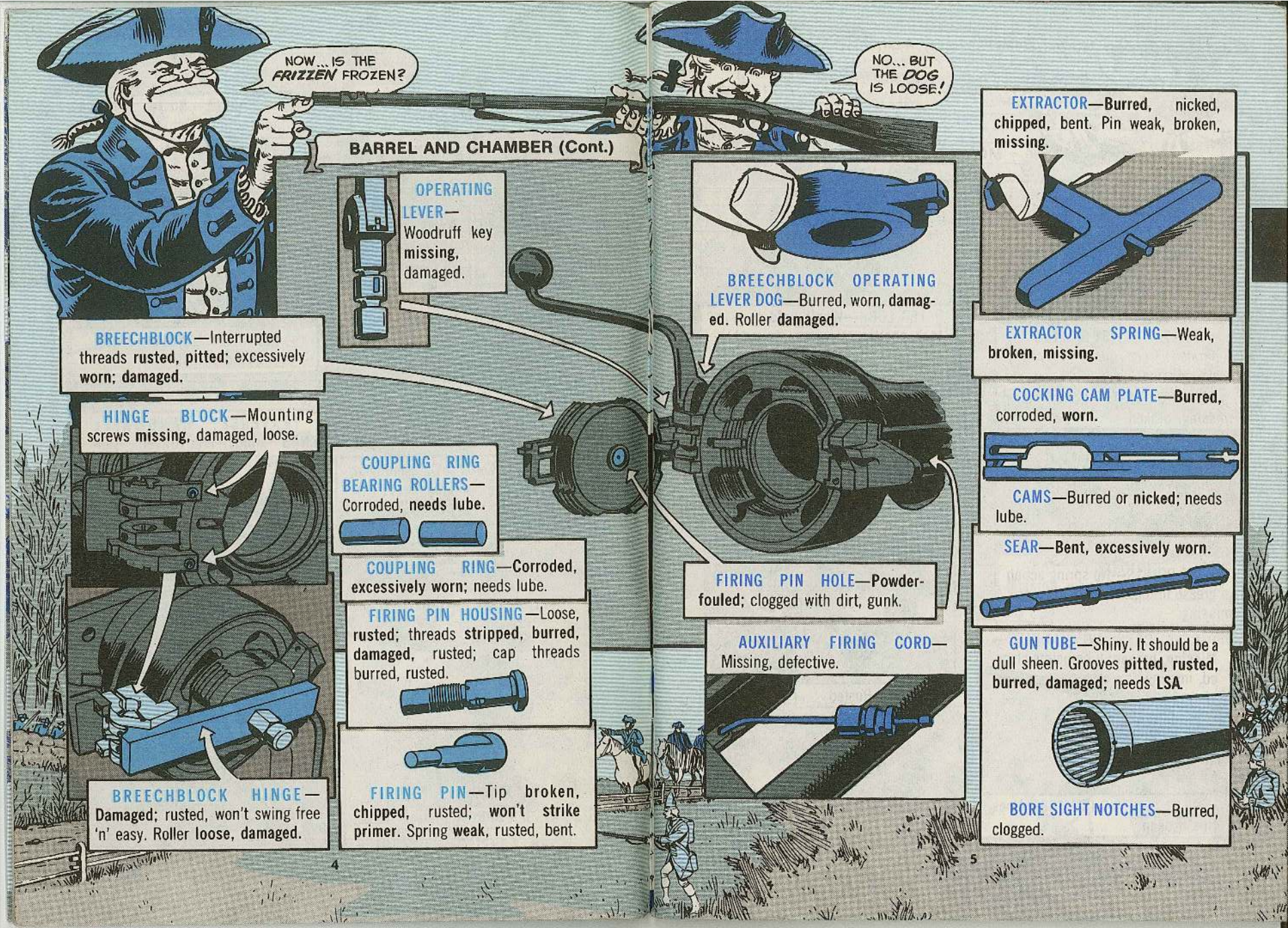
BRACKETS (HANDLES)—Rusted; **broken**; mounting screws loose, **missing.**



TRIGGER SPRING—**Weak.**

REAR CARRIAGE CONNECTOR BOLTS—**Loose**, damaged.

PS MORE



BARREL AND CHAMBER (Cont.)

OPERATING LEVER—Woodruff key **missing**, damaged.

BREECHBLOCK—Interrupted threads **rusted, pitted**; excessively **worn; damaged.**

HINGE BLOCK—Mounting screws **missing**, damaged, loose.

COUPLING RING BEARING ROLLERS—Corroded, **needs lube.**

COUPLING RING—**Corroded, excessively worn**; needs lube.

FIRING PIN HOUSING—Loose, **rusted**; threads **stripped, burred, damaged**, rusted; cap threads burred, rusted.

FIRING PIN—Tip **broken, chipped**, rusted; **won't strike primer.** Spring **weak**, rusted, bent.

BREECHBLOCK HINGE—**Damaged**; rusted, won't swing free 'n' easy. Roller **loose, damaged.**

BREECHBLOCK OPERATING LEVER DOG—Burred, worn, **damaged.** Roller **damaged.**

FIRING PIN HOLE—**Powder-fouled**; clogged with dirt, gunk.

AUXILIARY FIRING CORD—Missing, defective.

EXTRACTOR—**Burred,** nicked, **chipped,** bent. Pin weak, broken, **missing.**

EXTRACTOR SPRING—Weak, **broken, missing.**

COCKING CAM PLATE—**Burred,** corroded, **worn.**

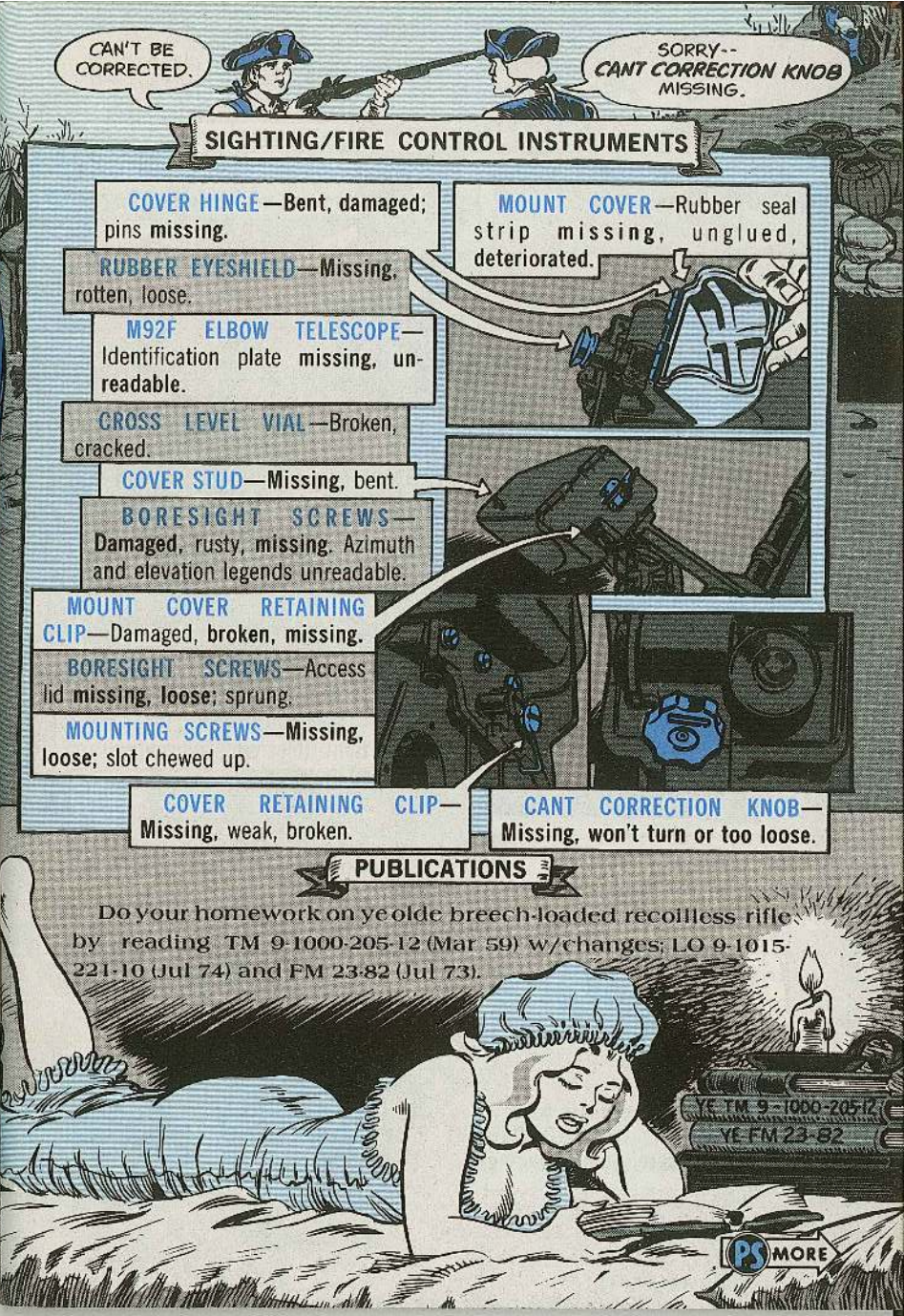
CAMS—Burred or **nicked**; needs lube.

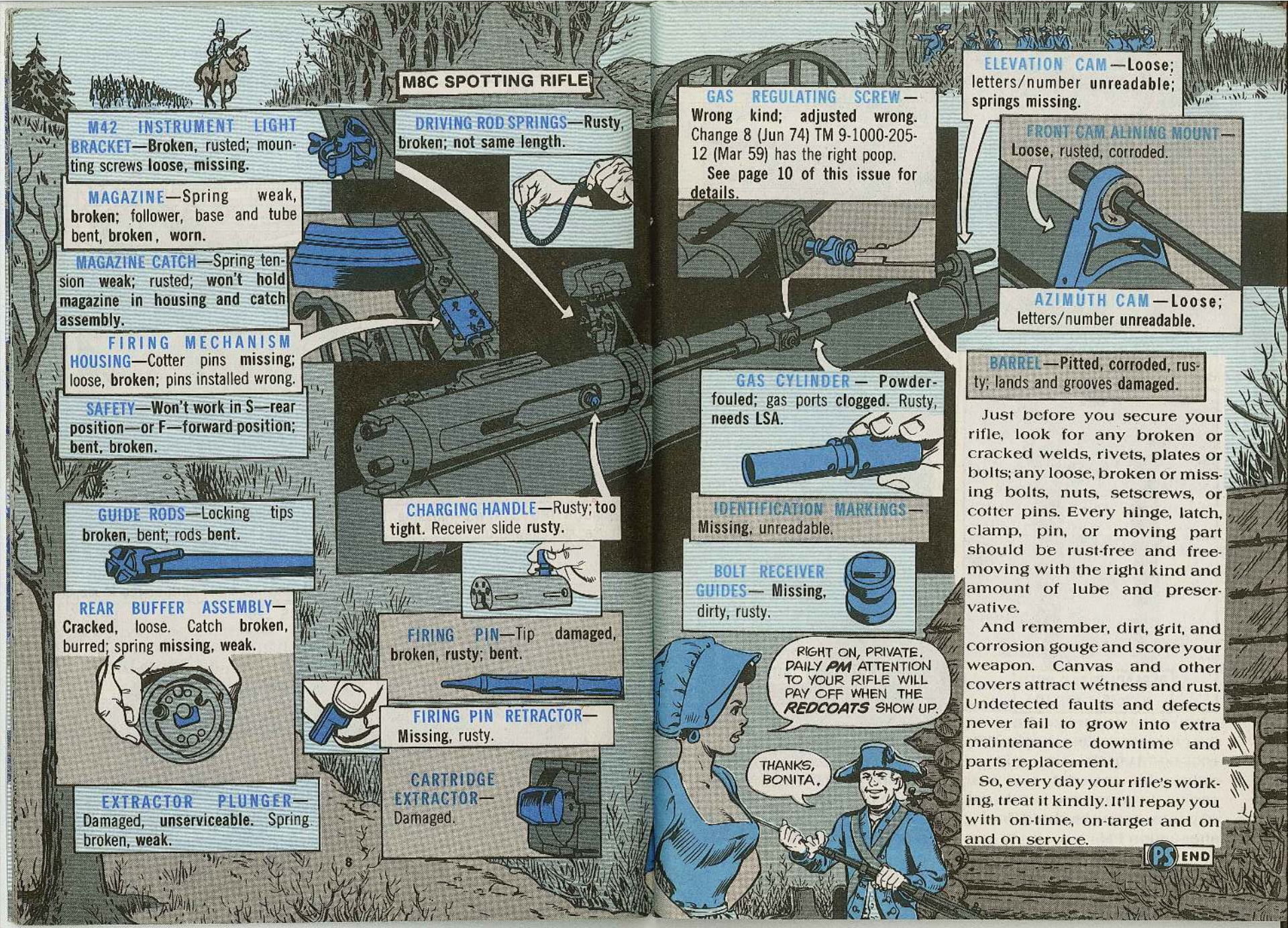
SEAR—**Bent, excessively worn.**

GUN TUBE—Shiny. It should be a dull sheen. Grooves **pitted, rusted, burred, damaged**; needs **LSA.**

BORE SIGHT NOTCHES—Burred, clogged.


HMMM... BARREL - FOULED, RUSTED, PITTED.
?
MOUNT
FRONT TIE DOWN MOUNT—Hook loose, broken, missing.
FRONT WHEEL—Rubber separated from metal; unevenly worn; missing.
LOCKING NUTS—Cotter pins missing, broken.
LUBE POINTS—No spring action in grease fittings; won't hold grease; missing.
REAR CARRYING HANDLES—Missing, broken; lube points clogged, missing.
REAR LOCKING CLAMPS—Hook tips broken.
LEG LOCK—Won't hold legs in lock position; lube points gunked up.
LOCKING YOKE—Threads damaged, won't hold gun in mount.
MOUNT—Rusted.


CAN'T BE CORRECTED.
SORRY-- CANT CORRECTION KNOB MISSING.
SIGHTING/FIRE CONTROL INSTRUMENTS
COVER HINGE—Bent, damaged; pins missing.
MOUNT COVER—Rubber seal strip missing, unglued, deteriorated.
RUBBER EYESHIELD—Missing, rotten, loose.
M92F ELBOW TELESCOPE—Identification plate missing, unreadable.
CROSS LEVEL VIAL—Broken, cracked.
COVER STUD—Missing, bent.
BORESIGHT SCREWS—Damaged, rusty, missing. Azimuth and elevation legends unreadable.
MOUNT COVER RETAINING CLIP—Damaged, broken, missing.
BORESIGHT SCREWS—Access lid missing, loose; sprung.
MOUNTING SCREWS—Missing, loose; slot chewed up.
COVER RETAINING CLIP—Missing, weak, broken.
CANT CORRECTION KNOB—Missing, won't turn or too loose.
PUBLICATIONS
Do your homework on ye olde breech-loaded recoilless rifle by reading TM 9-1000-205-12 (Mar 59) w/changes; LO 9-1015-221-10 (Jul 74) and FM 23-82 (Jul 73).
YE TM 9-1000-205-12
YE FM 23-82
PS MORE



Just before you secure your rifle, look for any broken or cracked welds, rivets, plates or bolts; any loose, broken or missing bolts, nuts, setscrews, or cotter pins. Every hinge, latch, clamp, pin, or moving part should be rust-free and free-moving with the right kind and amount of lube and preservative.

And remember, dirt, grit, and corrosion gouge and score your weapon. Canvas and other covers attract wetness and rust. Undetected faults and defects never fail to grow into extra maintenance downtime and parts replacement.

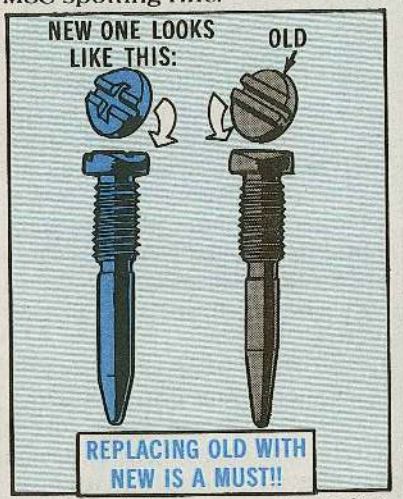
So, every day your rifle's working, treat it kindly. It'll repay you with on-time, on-target and on and on service.

PS END

106-MM RECOILLESS RIFLE . . .

M8C SPOTTING RIFLE POOP

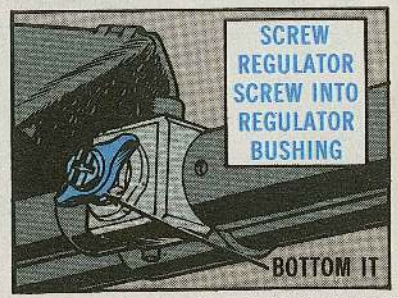
It's a new twist for the gas regulator screw on your .50-cal M8C spotting rifle.



You gotta be sure you're using the newest regulator screw NSN 1005-00-751-9108. And mate it right with the gas regulator screw locking nut and gas regulator screw bushing during after-action PM.

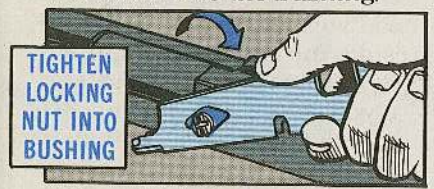
Like so: Screw the gas regulator screw locking nut onto the gas regulator screw. All the way. Now, screw the gas

regulator screw into the gas regulator bushing. Bottom it.



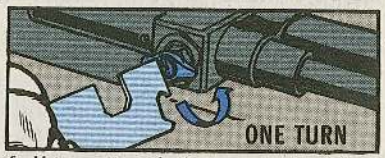
You won't want more'n .010 inch of space between the bottom of the locking nut and the top of the bushing.

This tight fit will keep carbon from building up on the screw and bushing threads. Tighten the gas regulator screw locking nut down into the bushing.

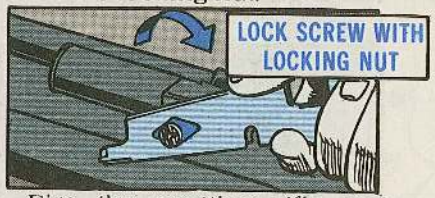


To adjust the gas regulator screw, use tool No. 726650 to loosen the gas regulator screw locking nut.

With the screwdriver end of the tool, turn the gas regulator screw counterclockwise one



full turn. Lock the screw in place with the locking nut.



Fire the spotting rifle and check for consistent ejection of spent cartridge cases.

If you have to turn the gas regulator screw more'n 1½ full turns from the fully closed position to get it working right, call for maintenance help.

You'll find this PM poop in Ch 8 to TM 9-1000-205-12 (Mar 69).

WATCH THAT DATE

Hoses on your M2A1-7 and M9A1-7 portable flamethrowers serve short 2-year service hitches.

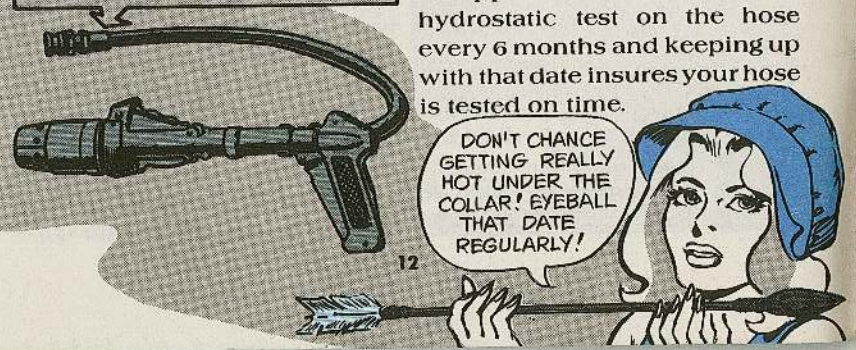
Just before you receive the hose, the month and year are stamped on both couplings directly under the manufacturer date. This second date is the beginning of the hose's 2-year life.

The dates are coded with a letter and a number. The letter corresponds to the month. For example: A is January, B is February and F June. The number represents the last digit in the year. So, a date of A5 means that hose began its 2-year life on January 1975.

Once the 2 years are up, the hose weakens . . . with heated results for anyone using it. So, keep an eye on that second date.

If you get a hose with only the manufacturer's date or no date at all on it, turn it in to your support for testing and marking.

Support also performs a hydrostatic test on the hose every 6 months and keeping up with that date insures your hose is tested on time.



SMALL ARMS STORAGE RACK . . .

MURPHY STRIKES AGAIN!

Yep! The latest M16A1 arms rack—NSN 1095-00-407-0674—has become a victim of Murphy's Law*.

Some armorers have been putting the left-hand locking bar in front of the vertical bar before locking the whole smear. Done this way, it's still not much trouble for somebody to get the rifles out of the rack.

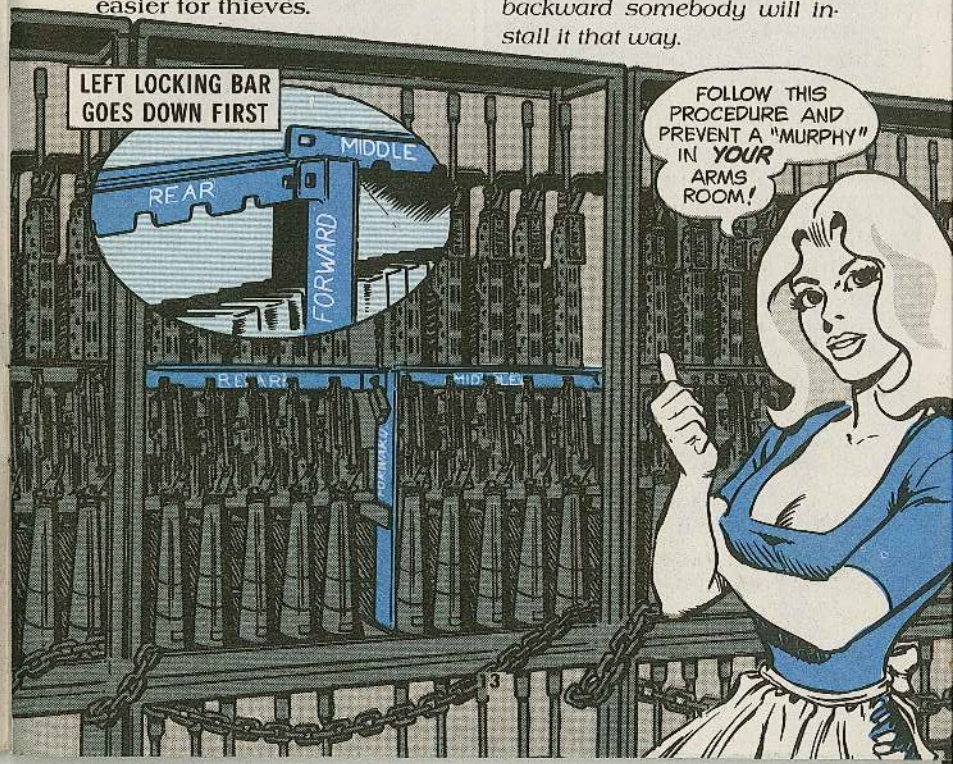
This is like locking your personal locker lock and then closing the door. Sure makes it easier for thieves.

So, how 'bout painting some reminders on your M12's locking bars with ½-in high white letters.

Stencil REAR on the LH locking bar; MIDDLE on the RH bar and FORWARD on the vertical one.

Now when you lock your M16A1's you'll ease the left-hand locking bar in place first, followed by the right-hand bar, and finally—add the HS lock.

**When a part can be installed backward somebody will install it that way.*



REDHOT

Wanna prevent a hot problem with your TOW missile system battery?

Eyeball and correct this list of trouble spots:

1. Battery lead is too long (anything over 5½ inches).
2. The dust cover is metal.
3. You're using the wrong charging procedure.

The lead most likely to cause a battery fire is one that has a loop in it (because it's too long, naturally). A long lead can get cut or pinched when you close the cover . . . and that's a fire waiting to happen. If the lead is more than 5½ inches long, and/or looped, tie it down (remove the loop) so that it can't get pinched.

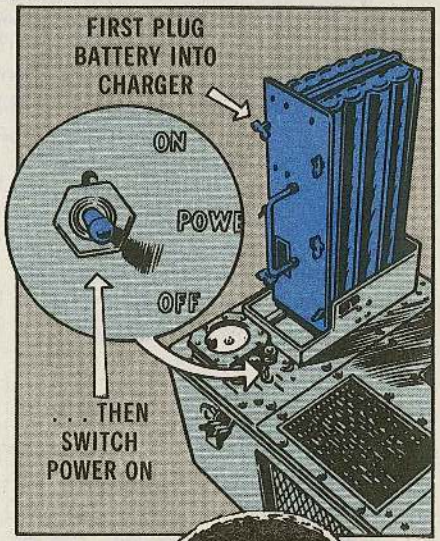
Dangling metal dust covers cause shorts. If yours is metal, cut off both the metal cover and the retaining chain, and don't use it. Instead, fire off an exception type requisition for a plastic cover (Part No. MS 25178-14, NSN 5340-00-837-9408) and put that one on when you get it.

When you get ready to charge the battery, be sure the charger is off before you plug the battery into it.

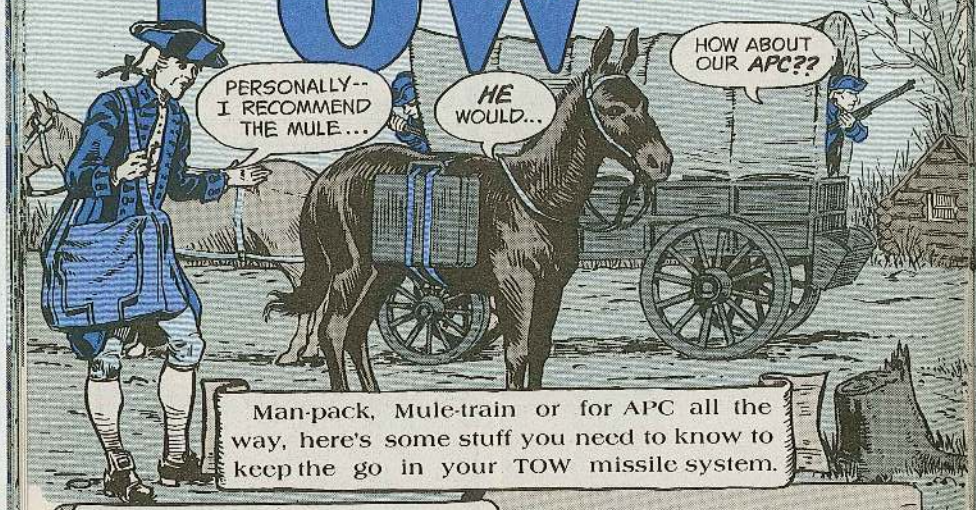
Those PM measures prevent fires in storage, during charging and when you put the battery into the missile guidance set.

If your battery still catches fire, send an immediate EIR (on a DA Form 2407) to: Commander, USAMICOM, ATTN: AMSMI-NMD, Redstone Arsenal, AL 35809. Give all the details, including when and how the fire might have happened, the battery manufacturer and how long it's been in use.

TOW shooters in Europe should contact their missile support company in case of a TOW battery fire . . . and that's soonest.



TOW... ON THE LONG HAUL



Man-pack, Mule-train or for APC all the way, here's some stuff you need to know to keep the go in your TOW missile system.

MAN-PACK

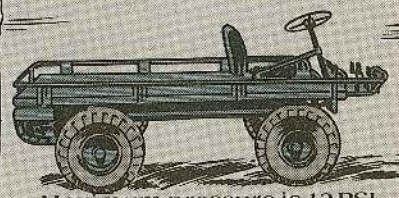
Stock numbers for the strap and bag assemblies shown in TM 9-1425-470-12 (Jan 74) are:

Shroud assembly (carrying bag for optical sight), NSN 1440-00-078-1641.

Strap assembly, NSN 1440;00-478-0334. (You need 5).

GO, MULE!

For mule travel (M274 variety) correct tire pressure can help prevent shaking up the guidance set and optical sight.



Maximum pressure is 12 PSI... which cuts down vibration and shock.

THE APC OF IT

The missile system storage racks inside your personnel carrier may look like great steps when you're about to climb through the hatch, especially when TOW components are stowed in them. But forget it!

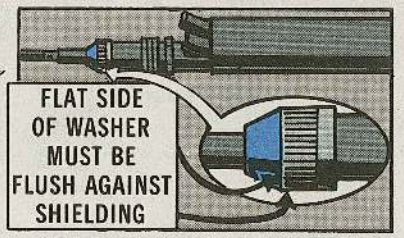
A foot on the wrong thing, like the optical sight unit, can cause inaccurate readings or damage. If you've r-e-a-l-l-y gotta get through the hatch from the inside, use the track commander's seat or some other thing that's not likely to get damaged.

HAWK IPAR COAX

Putting a best face forward is a must for the cone-shaped washers on the coax cables of your Hawk IPAR.

Just so happens that some of the washers on the IPAR's were assembled with the cone facing the connector . . . which is bad news. A quick look can tell you whether the washers on your rig are right.

The flat part of the cone-shaped job should be flush against the shielding on your connectors. If they're not, report the problem to your DS soonest.



Not only does the wrong set-up cut or pull the shielding wire loose, but the shielding wire can fall onto the center conductor and short out signal input. At the least, it can cause the cable to work loose from the connector.

CHAPARRAL MPU

Dear Half-Mast,
There's a flap in my battalion on starting the MPU (master power unit) of the Chaparral launching station with the communications breaker on. Some say the breaker should be off. Others say it doesn't matter. What's the story?
LT J.R.W.

GENERAL, THEY CAN START DELIVERY JUST AS SOON AS THEY WORK OUT A FEW POWER BUGS!

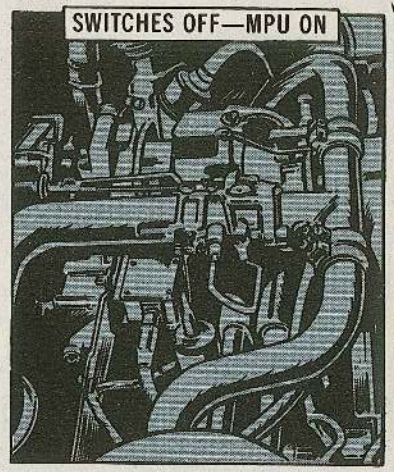
FINE! BUT THEY ***MUST*** SOLVE THAT ***MPU*** BREAKER PROBLEM FIRST, AND...

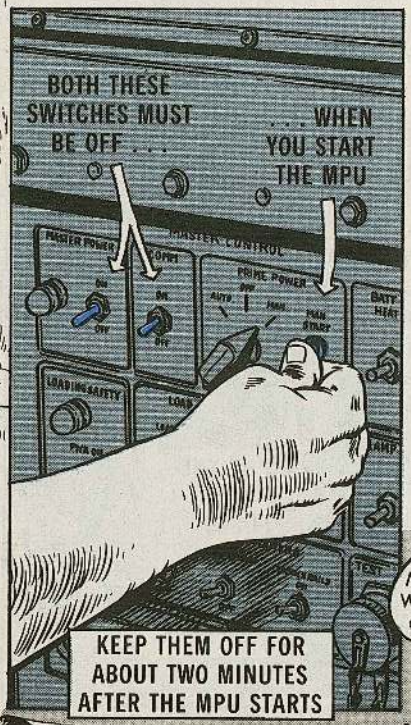
IF THE BRITISH SHOULD SURRENDER BEFORE THE FIRST UNIT IS DELIVERED, THE ORDER IS AUTOMATICALLY CANCELLED!

Dear Lieutenant J.R.W.,

Head shed pros I talked to agree with me that starting the MPU with the commo breaker on can damage the commo package (AM-1780 amplifier and AN/VRC-47 radio set).

To prevent as much transient voltage damage as possible . . . be sure both the commo **and** the master power switches are **off** when the MPU is started. The **off** is true, despite what you read in Table 2-9, TM 9-1440-585-10 (Sep 74)—it's a goof. Keep the switches off for about two minutes after the MPU starts. The same bit goes when you slave start the MPU.





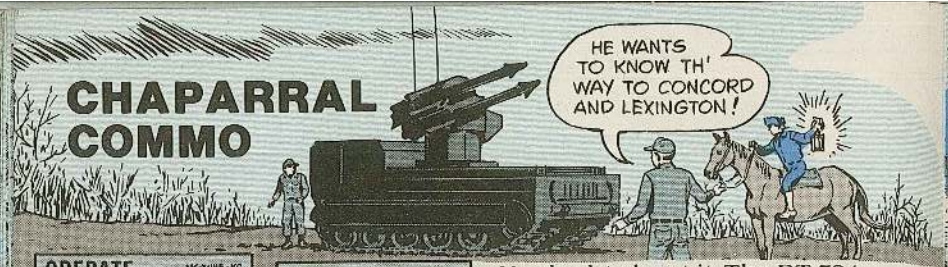
It applies to initial starting only. That's when batteries are at their lowest and most likely to cause damage.

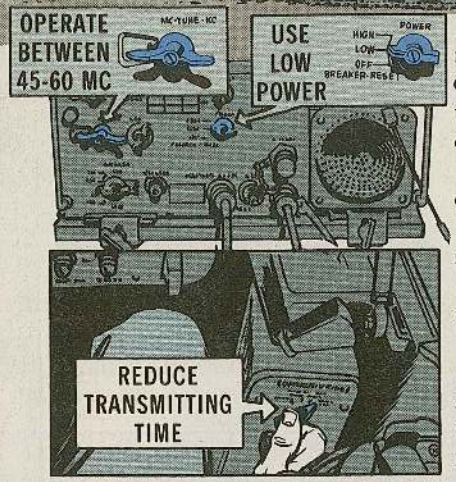
Since the cyclic mode automatically turns the MPU on and off after the initial start, no crew action is needed once the MPU is cranked up.

Remember: Turn off the commo **and** master power switches when you shut down for the day. The master power switch does **not** turn the commo off.

YOUR COMMO PULLS MORE THAN 2 AMPS WHEN LEFT ON...AND THAT COULD LEAVE YOU WITH DEAD BATTERIES!

CHAPARRAL COMMO





No doubt about it. The RT-524 receiver-transmitter in your Chaparral launch station runs a temperature when the MPU's operating.

Here're a few things you can do to help the RT keep its cool:

1. Operate in the low power mode.

2. Operate near the center of the frequency band. (45-60 MC).

3. Reduce transmitting time.

Meanwhile, back at the head shed, engineer types are checking out better ways to keep the RT cool. Hang in there.

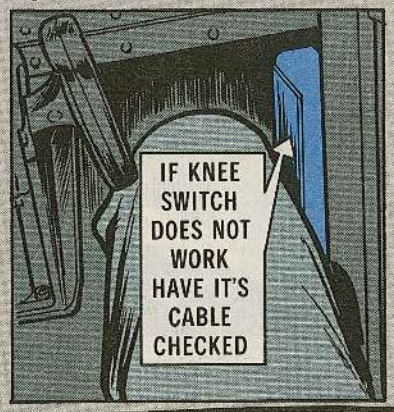
KNEE SWITCH HITCH

There's nothing like a little knee action to get the word out quick over your Chaparral commo system.

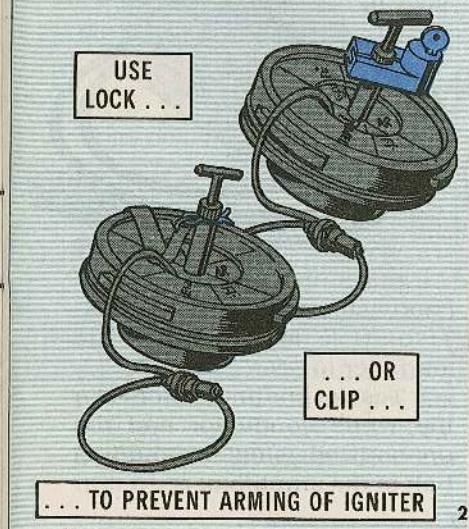
Which means, if your commo knee switch isn't doing its job because of a frayed or worn cable (NSN 1440-00-223-7143), your AM-1780 amplifier either won't work at all . . . or it'll work only part of the time.

That's as good as talking to yourself, because nobody else is gonna hear what you have to say.

So, if you press the knee switch and nothing happens, have your Support check out the cable. It may have to be repaired or replaced.



HONEST JOHN GETS CLIPPED



To clip or not to clip? That is the question.

The answer depends on whether you want to be or not to be.

The idea is this: When you mate the Honest John M27, M47 or M48 warhead to the M66-series rocket motor, use the igniter adapter lock.

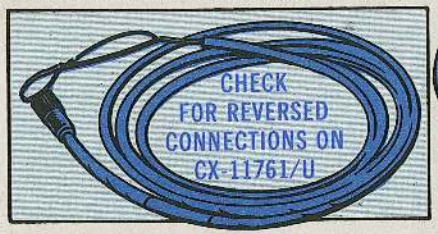
For anything else, and at all times except when the warhead is mated, you use the safety clip on the arming device retainer.

The lock and clip do their own things, so mixing 'em up is bad stuff. Each, used right, prevents accidental arming of the igniter.

COMMUNICATIONS Kooky Cables CAN CRIMP Your Gear

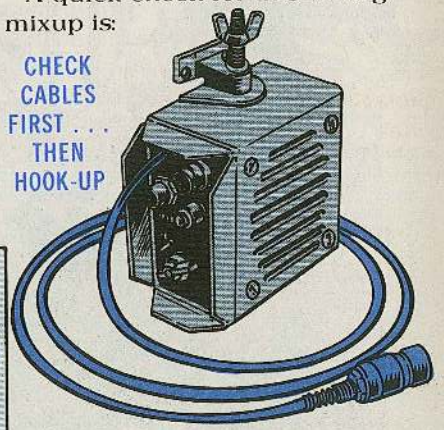
Make sure you have good cables in that MK-1552/VRC installation kit before you hook up your TSEC/KY-38 secure voice equipment with your AN/VRC-46 or -49 radio set in M151 wheeled vehicles.

Like, some of the CX-11761/U cables (NSN 5995-00-403-5848)



have the 24-volt and ground connections reversed which will cause a short when the AM-4979A/GR amplifier and power supply are hooked up. The amplifier will begin smoking and burn out.

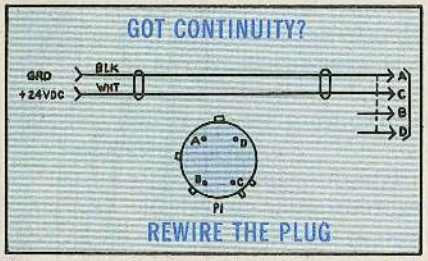
A quick check for this wiring mixup is:



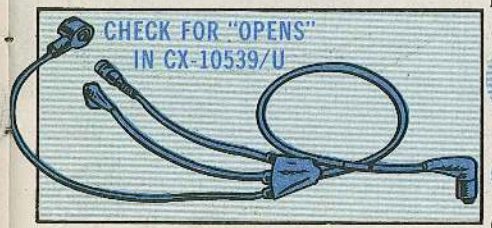
1. Place the amplifier on a handy surface, connect the CX-11761/U to it, and switch the amplifier to ON.

2. Test for continuity between the white conductor and the unanodized single mounting bolt of the amplifier.

3. If continuity exists, you need to rewire the plug as shown in Fig 4-3 of IM 11-2300-351-14-13, which is packed with the kit.



The CX-10539/U cable (NSN 5995-00-877-1125) has been



found to have open conductors and the "opens" are random—seldom the same conductors in different cables.

So, to prevent damage to the amplifier and to avoid those aching backs from putting in and taking out bad cables, give the cables a going over before you put them in place.

Make continuity checks in accordance with Fig 4-2 of the instruction manual.

You can reconnect the conductors in the CX-11761/U for A-OK operation.

But, the CX-10539/U, since it has molded connectors and a 4-way molded junction, is a "no way" proposition to fix economically, even at depots.

Head shed engineers are working on a CX-10539/U cable redesign for better repairability.

Until this is done, though, turn in defective CX-10539/U's to your support for disposal and get replacements.

If you don't have a copy of the instruction manual, you can get one through COMSEC logistics channels. Use DA Form 2436, Cryptomaterial Requisition and Issue/Shipping Document.

RADIO-VEHICLE MARRIAGE—

DO IT WITH KITS

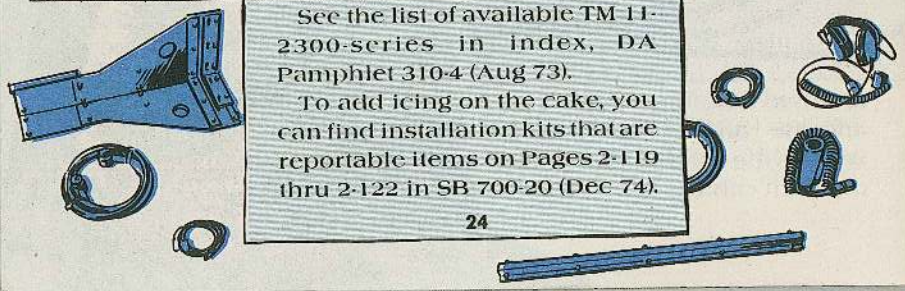
Getting it all together will put you in the know and on the go when it comes to getting the right commo gear installed in the right track or wheeled vehicle.

Start out with SB 11-131 (Sep 74). You can use it as a guide for the authorized vehicular radio set installations. Also, other installations, such as reel equipment, are in the SB. These installations are based on your TOE and MTOE.

This SB tells what is needed, and available.TM 11-2300-series manuals show you how and where specific installations can be made.

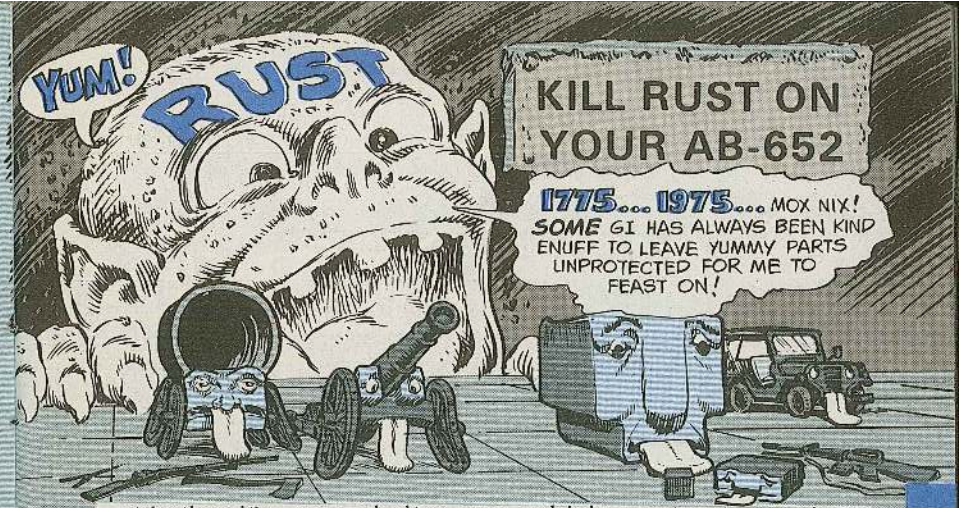
The TM, which lists kit components and gives instructions, is for each installation kit. Here are some examples:

Vehicle/Radio	TM	Kit	NSN
M561 (Carrier)-AN/VRC-47	11-2300-372-14-6 (Dec 73)	MK-1253	5820-00-493-7530
M561 (Cab)-AN/VRC-47	11-2300-372-14-4 (Nov 73)	MK-1245	5820-00-469-6689
M715-AN/VRC-12	11-2300-373-14-5 (Nov 73)	MK-1239	5820-00-469-6683
M151A1-AN/GRC-163	11-2300-351-15-12 (Dec 69)	---	5820-00-054-4753



See the list of available TM 11-2300-series in index, DA Pamphlet 310-4 (Aug 73).

To add icing on the cake, you can find installation kits that are reportable items on Pages 2-119 thru 2-122 in SB 700-20 (Dec 74).



Whether it's on a shelter or a vehicle, rust can run rings around your AB-652 antenna base bringing a halt to communications.

To beat this rust at its wrecking game, put your eyeballing PM into play. Make it a practice to watch for rust buildup on the AB-652 during your monthly PM . . . or more often even.

Use a wire brush or sandpaper to get rid of the rust on the outside.

To get at the rust in the antenna cable contact, use a small brush dampened with trichloroethane, NSN 6810-00-292-9625 is for a quart. And, remember that cleaner is dangerous like it says in para 5-8 of TM 11-5820-520-12 (Feb 71).

Before you go after the rust, make sure your equipment is turned off and the AB-652 is removed from its mounting bracket.

COMSEC FILTER OIL

Dear Half- Mast,

Do metal mesh filters used in COMSEC gear need an oil coating?

Another one: Can the modules inside COMSEC equipment be cleaned with solvents?

SP5 R.P.M.

Dear Specialist R.P.M.,

Good initials, those. You sound like a man who gets around. About oil on those filters: yes, they need it.

First off, clean the filter with hot water and detergent . . . or with cleaning solvent.

Rinse it with clean water and get it good and dry (an air-hose helps).

Next, spray the filter with light oil, NSN 9150-00-263-3490 gets you a quart of the preferred lube—MIL-L-7870A. NSN 9150-00-542-1430 gets a 4-oz can.

Let the excess oil drain off . . . and replace the filter.

Forget about using cleaning solvent on modules! That stuff'll really clobber printed circuit boards and anti-fungus coatings. Best bet for that kind of cleaning is a low-pressure air hose. Other methods include using a lint-free cloth or a soft-bristle brush.

Half-Mast

THOSE "BOW-LEGS"

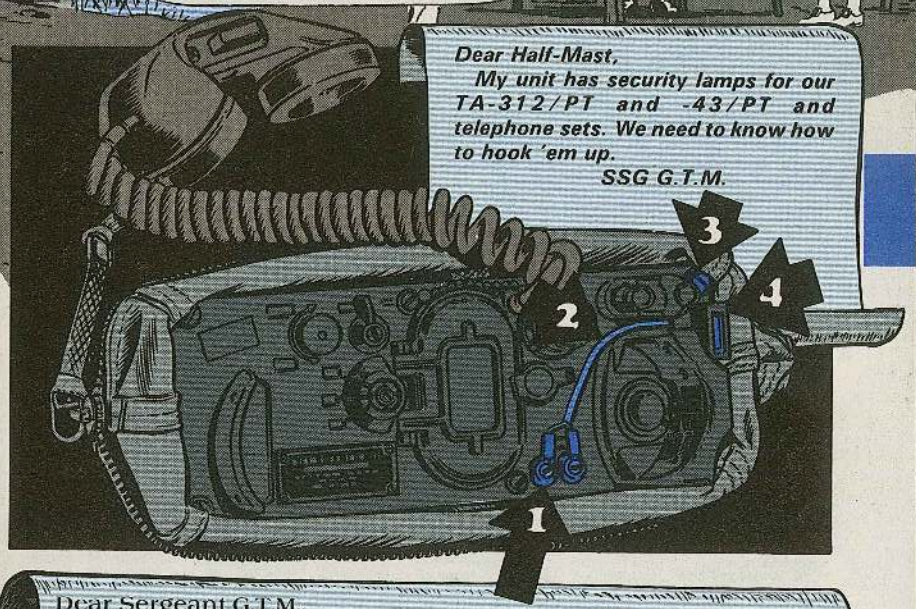
When your electronic equipment's nomenclature includes parentheses such as AN/GRC-122( ), stay loose. Those "bow-legs" mean the info covers all models of a particular set.

HANDLING HOOKUP HANG-UP

Dear Half-Mast,

My unit has security lamps for our TA-312/PT and -43/PT and telephone sets. We need to know how to hook 'em up.

SSG G.T.M.



Dear Sergeant G.T.M.,

Once you get the hang of the lamp hookup the light will shine.

1 First, connect the lamp's terminal lugs to the battery binding posts.

2 Then, run the lamp wire across the face of the phone, between the handset's mounting cradle with springs and the LINE 1 and 2 binding posts.

3 Remove the case retaining screw nearest the LINE binding posts.

4 Attach the security lamp to the case with the screw, keeping the lamp portion of the attachment snuggled near the telephone cradle . . . and there you have it.

Half-Mast

Ye Olde Trusty PUBS

Stop in and Partake of the SWEETE NECTARS of Maintenance Information

This is a selected list of recent pubs of interest to organizational maintenance personnel. This list is compiled from recent AG Distribution Centers Bulletins. For complete details see DA Pam 310-4 (Nov 74), TM's, TB's, etc.; DA Pam 310-6 (Jul 74), and Ch 1 (Jan 75), SC's and SM's; and DA Pam (C) 310-9 (Aug 74), COMSEC Pubs.

TECHNICAL MANUALS

TM 3-1040-257-ESC Dec M9A1-7 Flamethrower
TM 3-1310-243-10 Jan M651 Cartridge 40-MM
TM 5-2410-214-12 Jan D7E Tractor
TM 5-4310-280-14 Nov Compressor, Rotary Air; Diesel 600 CFM 100 PSI (Worthington 2016)
CH 22, TM 9-7022 May Tank M48A2C
TM 9-1010-221-10 Jul M203 Grenade Launcher
TM 9-1400-425-20P Dec REDEYE
TM 9-1410-585-20P Nov CHAPARRAL System
TM 9-1430-526-24P Dec Improved HAWK
Ch 2, TM 9-2320-211-10 Jan 5-Ton Truck
Ch 14, TM 9-2350-222-10 Oct M728 CEV
TM 9-2350-230-20-1 Feb M551/M551A1 Sheridan Hull
Ch 3, TM 9-2350-230-10/2-1 Dec M551 Sheridan Turret
TM 9-2350-230-10-2-3 Jun M551A1 Sheridan Turret
Ch 2, TM 9-2350-232-10 Mar M60A2 Tank
TM 9-6115-202-24P Oct Generator Set, GED, 4 2-KW, 150 AMP, 28-V, DC Model DC 4.2-ORD/28
TM 10-3930-631-12 Feb Truck, Lift, Fork, EMD
TM 11-1520-210-ESC Jan Electronic Equip In UH-1B, UH-1C/M, UH-1D/H, UH-1H(W/SLAE) Helicopters
TM 11-5965-243-14P Mar LS-116/U Loudspeaker
TM 11-5965-248-14P Dec H-94/U Handset
TM 11-5965-255-14P Mar LS-454/U Loudspeaker
TM 11-5965-260-24P Dec H-140A/U Headset
TM 11-5965-274-14P Feb LS-11() Loudspeaker
TM 11-6130-202-20P Mar PP-1329/FRN-20 Power Supply
TM 11-6130-221-24P Mar PP-255()/PT Battery Charger Rectifier
TM 55-1500-333-24 Oct Aircraft Cleaning Procedures
Ch 1, Ch 4, TM 55-1500-328-25 Jan Aeronautical Equip Maint Management
Ch 11, TM 55-1680-255-24 Feb Ejection Seat, Model MK-J5
TM 55-6670-201-14 Oct Aircraft Weighing Kit
***TM 32-5820-002-24P** Apr Special Tools List for Keyer, KY-586/G
***TM 32-5965-001-14P** Mar Microphone Headset Mod MS40-5/T30-1
***TM 32-5965-002-14P** Mar Microphone/Receiver Headset Mod HSO-144

*These Pubs are available only from the U.S. Army Security Agency Materiel Support Command, Vint Hill Farms, Warrenton, VA 22186.

TM 11-5805-217-20P Dec MD-179/TC Telephone Modem
TM 11-5805-245-20P Jan PP-827/U Power Supply
TM 11-5805-553-12 Jan CV-1918A/G Telephone Signal Converter
TM 11-5810-244-12P Dec TSEC/KY-28 COMSEC Equip
Ch 7, TM 11-5815-204-20 Oct AN/GRC-46() and AN/VRC-29 Radio Teletypewriter
TM 11-5815-334-ESC-1 Dec AN/GRC-142() Radio Teletypewriter
TM 11-5815-334-ESC-2 Dec AN/GRC-122() Radio Teletypewriters
Ch 2, TM 11-5820-256-10 Mar AN/GRC-26D Radio Set
TM 11-5820-270-20P Mar AN/GRT-3 Radio Transmitter
TM 11-5820-354-20P Mar PP-454/FRT-5 Power Supply
Ch 5, TM 11-5820-461-12 Feb AN/GRC-50()-V Radio Sets
Ch 5, TM 11-5821-217-12 Dec Op/Org Maint AN/ARC-73() Radio Sets
Ch 1, TM 11-5821-259-20 Oct Org Maint AN/ARC-114() Radio Set
Ch 6, TM 11-5855-217-12-1 Nov AN/VSS-3A Searchlight Set
TM 11-5935-212-14P Feb U-185()/G Electrical Plug Connectors
TM 11-5965-200-14P Dec MT-596()/U Microphone Stands
TM 11-5965-206-14P Dec H-91A/U Headset-Microphone H-144()/U Handset-Headset and H-210/G Headset-Microphone
TM 11-5965-210-14P Feb H-104() Headset
TM 11-5965-218-14P Mar T-50, M-105/U Microphones
TM 11-5965-220-14P Dec H-118/U Headset
TM 11-5965-224-14P Mar H-60/PT and H-165/U Handsets
TM 11-5965-227-14P Mar H-121/U Handset

MISCELLANEOUS

LO 5-3805-253-12-1 Feb Grader DED; 12-Ft Blade; 6 Wheels (Huber F1500M)
LO 5-3805-253-12-2 Feb Grader, Road, DED 12-Ft Blade (Huber F1500M)
LO 5-6115-464-12 Aug Generator DED Skid Mtd., 15-KW DOD Model MEP-004A MEP 103A, MEP 113A; 400 Hertz
LO 5-6115-465-12 Aug Generator Set, DED Skid Mtd, 30-KW, MEP-005A, -104A, -114A
Ch 1, LO 9-2350-215-12 Dec M60/M60A1 Tanks
Ch 1, LO 9-2350-222-12 Dec Combat Vehicle M728 CEV
Ch 1, LO 9-2350-224-12 Dec M48A3 Tank
Ch 1, LO 9-2350-232-12 Dec M60A2 Tank
FM 21-60 Dec Visual Signals
FM 29-77 Nov Supply & Transport
TB 55-1510-209-20-20 Dec Inspection of Wing Hinge, Pins
TC 10-76-3 PT Mar Preparation and Maintenance of Repair Parts Records (Supply Specialist MOS 76A)
TC 17-4 Feb Tank Gunner's Guide, M48A1
TC 17-5 Feb Tank Driver's Guide
TC 17-6 Feb Tank Loader's Guide, M48A1

NEW FILMS

TF 8-4747 M.U.S.T.: The Dolly Set
TF 55-4685 LARC Amphibian Water Operations
MF 5-5855 XM56 Mine Dispersing System Preparation, Maintenance

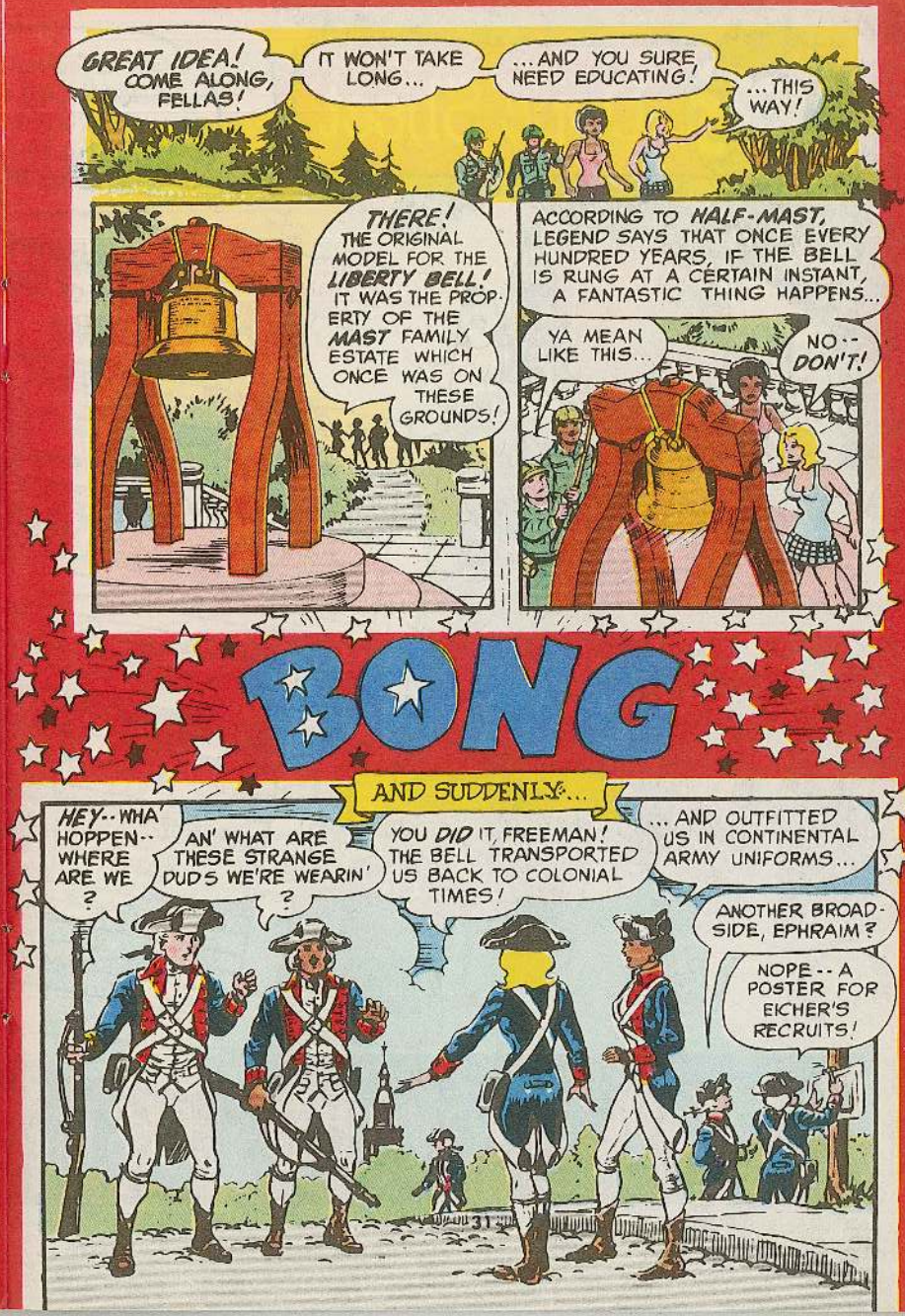
Sheridan Helpers

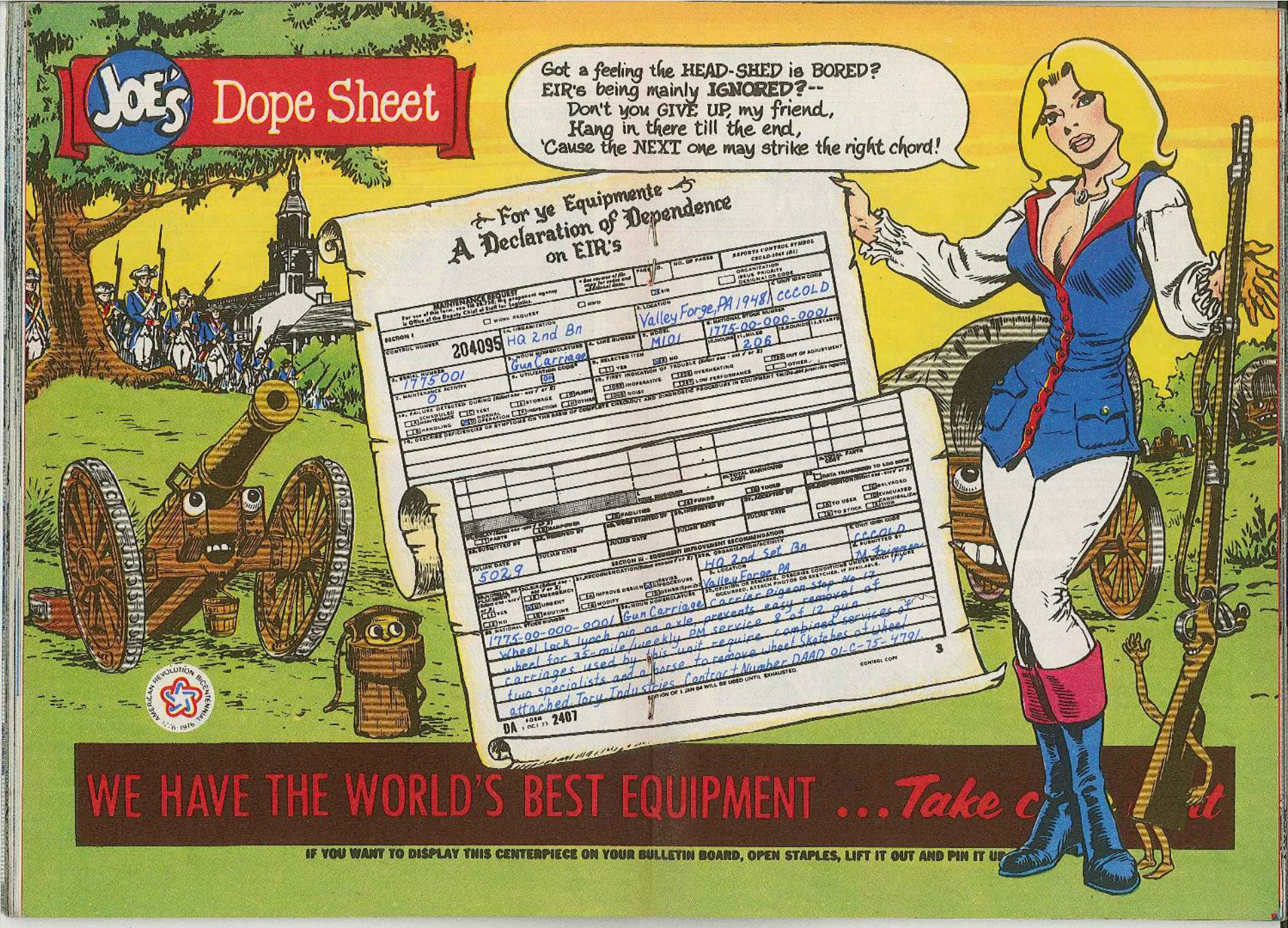
You won't have to call or write home if you're having problems with your M551 Sheridan in Europe. A special office has been set up. Call Heidelberg Mil 2121 extension 7336. If you're in CONUS or Korea, call the M551 project manager's office at Detroit, AUTOVON 273-1221 or 273-1273.

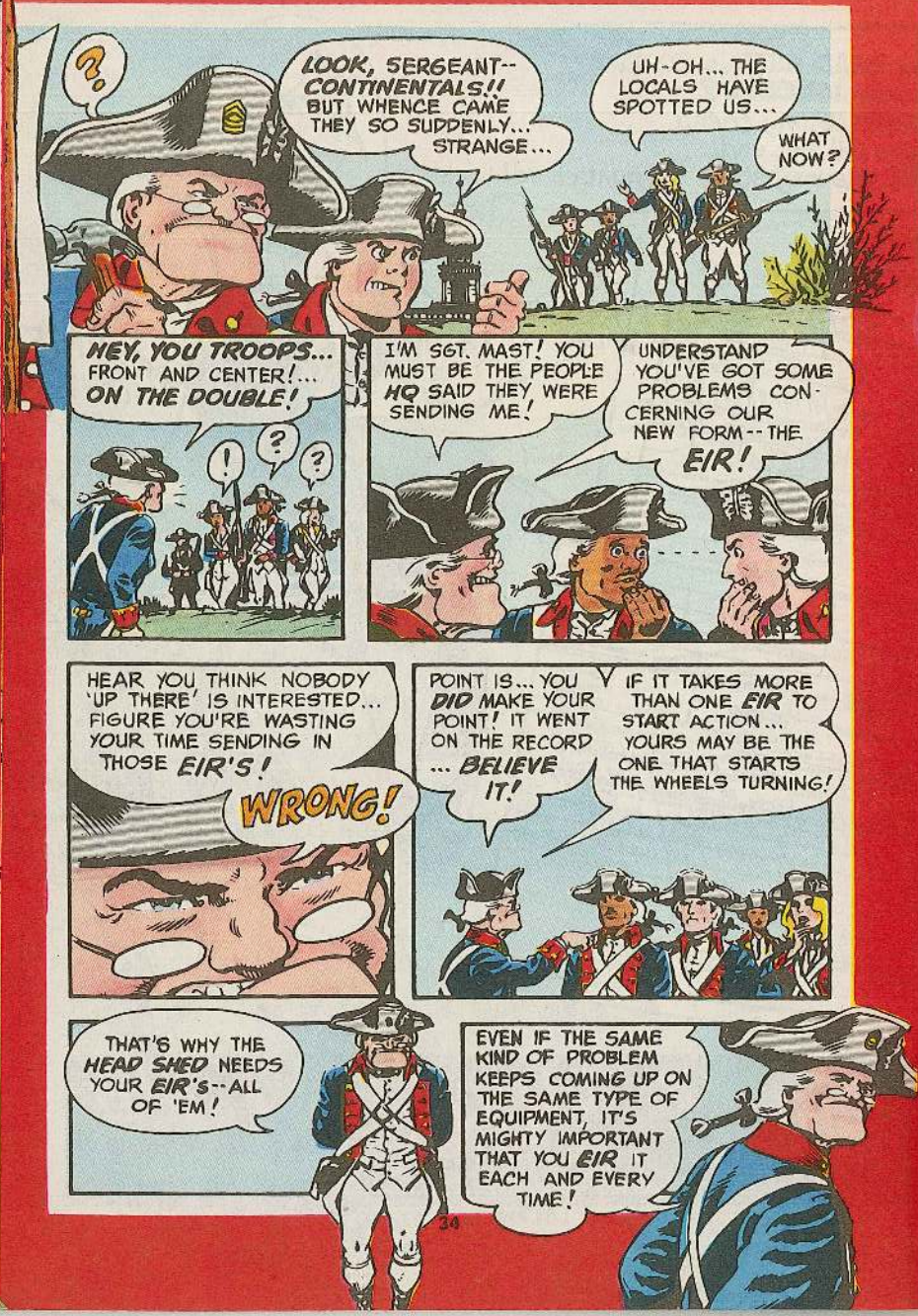
No Oil At All!

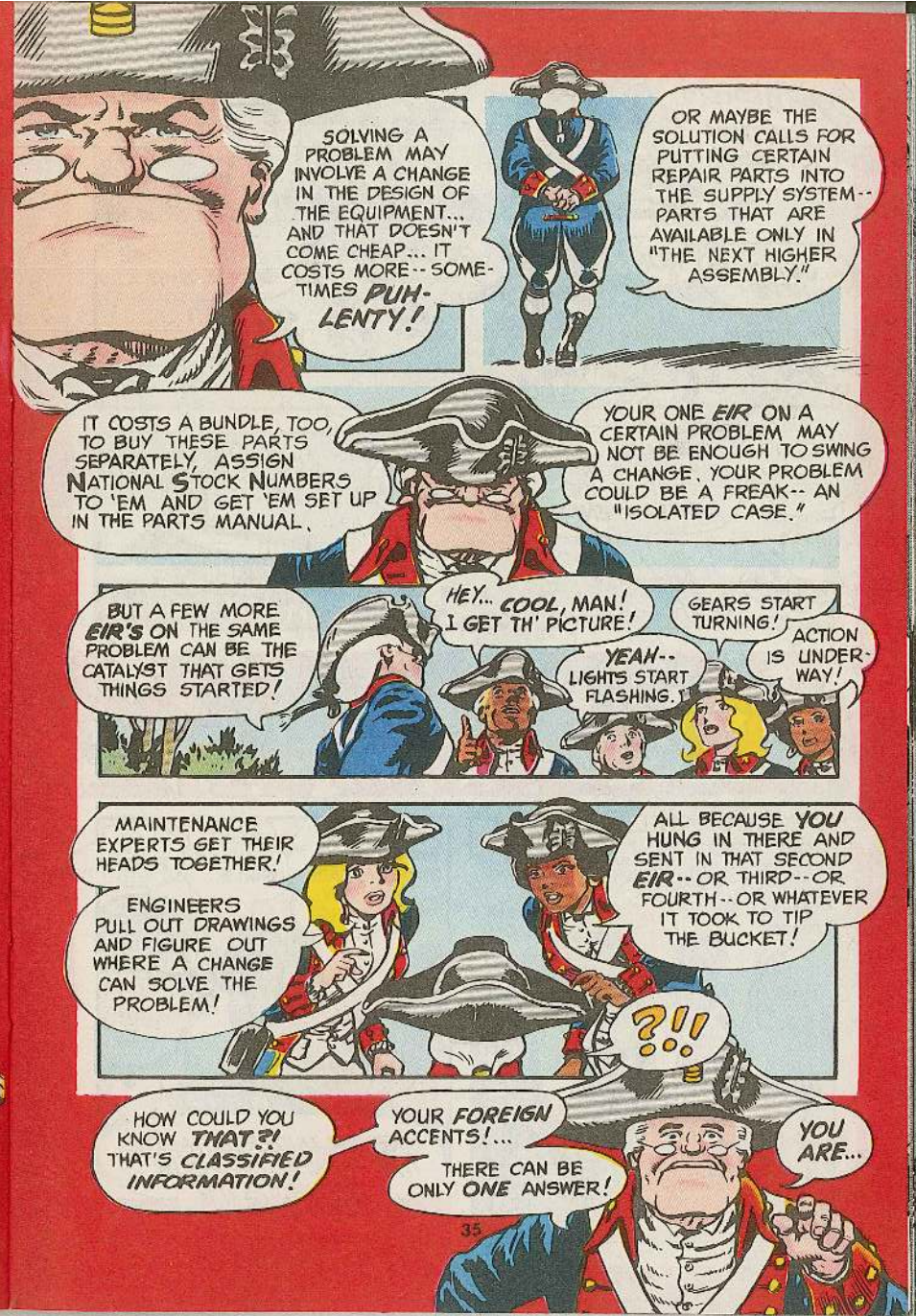
When you get a replacement engine or a new or overhauled vehicle, remember one thing: **It may not have oil in the crankcase!** Make sure you bring the oil level up to snuff before you crank it over. Use new, clean oil from clean containers. Read and follow the lube order.


A...HEM!
INJUNS?
RED-COATS?
CONNIE AN' BONNIE!...
SHAME ON YOU GUYS! ..TALKING ABOUT THE U.S. ARMY THAT WAY!
YOU CLOWNS SHOULD BITE YOUR TONGUES!
AWW -- I SENT IN EIR'S ON THIS M16A1 RUST PROBLEM AGES AGO -- BUT THEY DON'T EVEN BOTHER TO ANSWER!
I'M SURE THE CONTINENTAL ARMY TROOPER GOT RESULTS WHEN HE MADE A SUGGESTION ON IMPROVING HIS EQUIPMENT!
DID HE, NOW? WE'LL LOOK INTO THAT IN A MOMENT! BUT...
ABOUT YOUR EIR, PVT. FREEMAN... WHEN YOU FILLED OUT THAT DA FORM 2407, HOW DID BLOCK 32d LOOK? SIGNATURES THERE OFTEN CAN'T BE MADE OUT -- SO A REPLY IS IMPOSSIBLE!
WELL... UH...
HAH! SHE'S GOT YA THERE, JOE!
DON'T YOU BE SO SMUG, PVT. BURGESS -- YOU SEEM TO HAVE SOME FALSE NOTIONS ABOUT THE ARMY -- PAST AND PRESENT!
CONNIE, WHAT SAY WE TAKE THESE GUYS WITH US?


GREAT IDEA! COME ALONG, FELLAS!
IT WON'T TAKE LONG...
...AND YOU SURE NEED EDUCATING!
...THIS WAY!
THERE! THE ORIGINAL MODEL FOR THE LIBERTY BELL! IT WAS THE PROPERTY OF THE MAST FAMILY ESTATE WHICH ONCE WAS ON THESE GROUNDS!
ACCORDING TO HALF-MAST, LEGEND SAYS THAT ONCE EVERY HUNDRED YEARS, IF THE BELL IS RUNG AT A CERTAIN INSTANT, A FANTASTIC THING HAPPENS...
YA MEAN LIKE THIS...
NO -- DON'T!
BONG
AND SUDDENLY...
HEY -- WHA' HOPPEN -- WHERE ARE WE?
AN' WHAT ARE THESE STRANGE DUDS WE'RE WEARIN'?
YOU DID IT, FREEMAN! THE BELL TRANSPORTED US BACK TO COLONIAL TIMES!
... AND OUTFITTED US IN CONTINENTAL ARMY UNIFORMS...
ANOTHER BROADSIDE, EPHRAIM?
NOPE -- A POSTER FOR EICHER'S RECRUITS!


JOE'S Dope Sheet
Got a feeling the HEAD-SHED is BORED?
EIR's being mainly IGNORED?--
Don't you GIVE UP, my friend,
Hang in there till the end,
'Cause the NEXT one may strike the right chord!
For ye Equipmente
A Declaration of Dependence on EIR's
MAINTENANCE REQUEST
DA FORM 2407
WE HAVE THE WORLD'S BEST EQUIPMENT ...Take c t
IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP


?
LOOK, SERGEANT-- CONTINENTALS!! BUT WHENCE CAME THEY SO SUDDENLY... STRANGE...
UH-OH... THE LOCALS HAVE SPOTTED US...
WHAT NOW?
HEY, YOU TROOPS... FRONT AND CENTER!... ON THE DOUBLE!
! ? ?
I'M SGT. MAST! YOU MUST BE THE PEOPLE HQ SAID THEY WERE SENDING ME!
UNDERSTAND YOU'VE GOT SOME PROBLEMS CONCERNING OUR NEW FORM-- THE EIR!
HEAR YOU THINK NOBODY 'UP THERE' IS INTERESTED... FIGURE YOU'RE WASTING YOUR TIME SENDING IN THOSE EIR'S!
WRONG!
POINT IS... YOU DID MAKE YOUR POINT! IT WENT ON THE RECORD ... BELIEVE IT!
IF IT TAKES MORE THAN ONE EIR TO START ACTION... YOURS MAY BE THE ONE THAT STARTS THE WHEELS TURNING!
THAT'S WHY THE HEAD SHED NEEDS YOUR EIR'S-- ALL OF 'EM!
EVEN IF THE SAME KIND OF PROBLEM KEEPS COMING UP ON THE SAME TYPE OF EQUIPMENT, IT'S MIGHTY IMPORTANT THAT YOU EIR IT EACH AND EVERY TIME!


SOLVING A PROBLEM MAY INVOLVE A CHANGE IN THE DESIGN OF THE EQUIPMENT... AND THAT DOESN'T COME CHEAP... IT COSTS MORE-- SOMETIMES PUH-LENTY!
OR MAYBE THE SOLUTION CALLS FOR PUTTING CERTAIN REPAIR PARTS INTO THE SUPPLY SYSTEM-- PARTS THAT ARE AVAILABLE ONLY IN "THE NEXT HIGHER ASSEMBLY."
IT COSTS A BUNDLE, TOO, TO BUY THESE PARTS SEPARATELY, ASSIGN NATIONAL STOCK NUMBERS TO 'EM AND GET 'EM SET UP IN THE PARTS MANUAL.
YOUR ONE EIR ON A CERTAIN PROBLEM MAY NOT BE ENOUGH TO SWING A CHANGE. YOUR PROBLEM COULD BE A FREAK-- AN "ISOLATED CASE."
BUT A FEW MORE EIR'S ON THE SAME PROBLEM CAN BE THE CATALYST THAT GETS THINGS STARTED!
HEY... COOL, MAN! I GET TH' PICTURE!
GEARS START TURNING!
YEAH-- LIGHTS START FLASHING.
ACTION IS UNDERWAY!
MAINTENANCE EXPERTS GET THEIR HEADS TOGETHER!
ENGINEERS PULL OUT DRAWINGS AND FIGURE OUT WHERE A CHANGE CAN SOLVE THE PROBLEM!
ALL BECAUSE YOU HUNG IN THERE AND SENT IN THAT SECOND EIR-- OR THIRD-- OR FOURTH-- OR WHATEVER IT TOOK TO TIP THE BUCKET!
?!!
HOW COULD YOU KNOW THAT?! THAT'S CLASSIFIED INFORMATION!
YOUR FOREIGN ACCENTS!...
THERE CAN BE ONLY ONE ANSWER!
YOU ARE...

Trying to outsmart your 1975 vehicle's pollution control system is not smart. Like figuring out a way to use leaded fuel in a vehicle designed for only unleaded fuel.

It can cost you.

In the long run, your life.

In the short run, a catalytic converter with a price tag of about $150.

Air pollution from engine exhaust is cut 'way down by the catalytic converter. It's part of the exhaust system. Inside the converter is a special metal—the catalyst. This converts—changes—dangerous carbon monoxide and hydrocarbons to harmless carbon dioxide and water.

Leaded fuel will destroy the catalyst.

Then the converter's shot.

And so's the air.

So stick to unleaded fuel.

TM-206-SERIES 10-TON TRUCK . . .

MEET YOUR FULL-FLOW OIL FILTER

Why are you being introduced to the full-flow oil filter on your M123A1C (or M123E2) 10-ton tractor truck? It may seem dumb, since that filter's been there all the time.

But if you're like a lot of guys, you've never seen the inside of that filter—never serviced it as called for in LO 9-2320-206-12 (Jun 73).

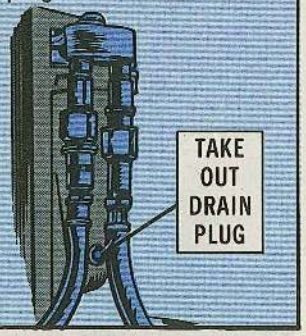
Changing the bag-type filter element is not hard to do, although it can be pretty messy.

So here's some poop you can add to the instructions in TM 9-2320-206-20 (Oct 71), page 2-54, para 2-43:

SEMIANNUAL SERVICE

Like the LO says, you change the filter element every 6,000 miles or 6 months—whichever comes around first. This comes at the same time you change the 2 bypass oil filter elements.

Then, you should take the plug out of the bottom of the filter to drain it. It's a mighty tight squeeze to get at that drain plug.



You may want to remove the filter housing without draining. Do whichever way suits you best.

Some guys like to remove the whole filter assembly. This calls for taking out the mounting bracket screws and unhooking the 2 hoses.

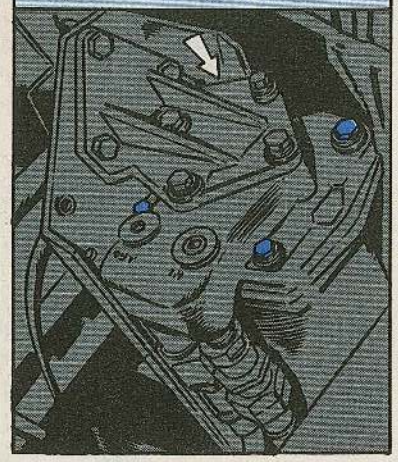
If you do it this way, lay the assembly on the fender with the openings up—so oil won't run out of the holes until you're ready to pour it into a container.

PS MORE

And if you do unhook the hoses, keep 'em tied up high with a rope or heavy string so oil won't run out of 'em and mess things up.

Once you've got the housing free, you can move it back toward the firewall where there's room to lift it up out of the engine compartment.

But you should be able to remove the filter housing just by loosening the 4 screws on top of the filter flange.



Any way you do it, you're going to have a lot of gloppy oil in the housing. So have a container handy to catch this stuff.

REPLACING THE ELEMENT

Here're the replacement parts you need (they're in Ch 2, TM 9-2320-206-20P (Dec 71):

—Bag-type filter element, NSN 2940-00-460-3222
—Gasket for filter housing, NSN 5330-00-682-4523
—Gaskets for filter element, NSN 5330-00-580-5368 (2 of 'em)

Give yourself plenty of room. Lay some clean boards, paper towels or rags on the floor or ground.

Pull the element out of the filter housing, unroll it and . . .

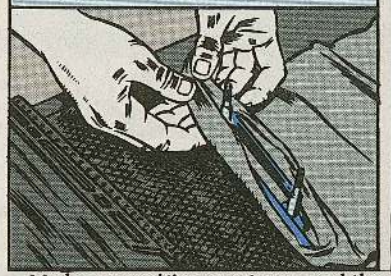
. . . take it apart.

Before you toss out the old filter bag, look it over real close—both inside and out—for bits of metal. Use a magnifying glass. Find any? If so, report it to your DSU—they may want to check for bad bearings.

Clean all of the metal parts, including the filter housing.

Now take your new filter bag and hold it with the open end up.

Put the bag clamp just inside the open end of the bag with the clamp studs sticking out. Fold the edge of the bag in over the clamp about ½ inch.



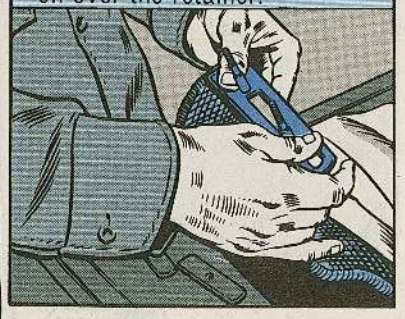
Make sure it's snug around the clamp studs.

PS MORE

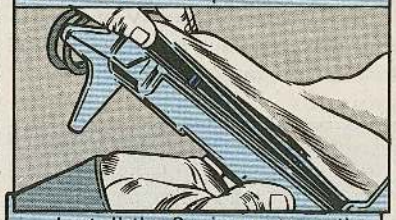
Put one of the 2 long gaskets over the studs.

Install the retainer (which is attached to the wire mesh) over the studs.

Then put the second gasket on over the retainer.



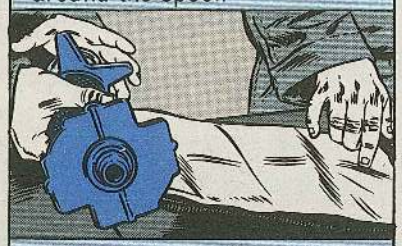
Hold all of these parts together and insert the studs through the holes in the oil channel in the spool.



Install the 2 wing nuts on the studs and turn 'em down as tight as you can—finger-tight only—so the wing nuts wind up in line with the spool.

Lay out the whole thing on a clean, flat surface—so the filter bag's on the top and the wire mesh is on the bottom. Smooth out any wrinkles in the bag. Make sure there're no kinks or torn places in the mesh.

Roll the bag and mesh around the spool.

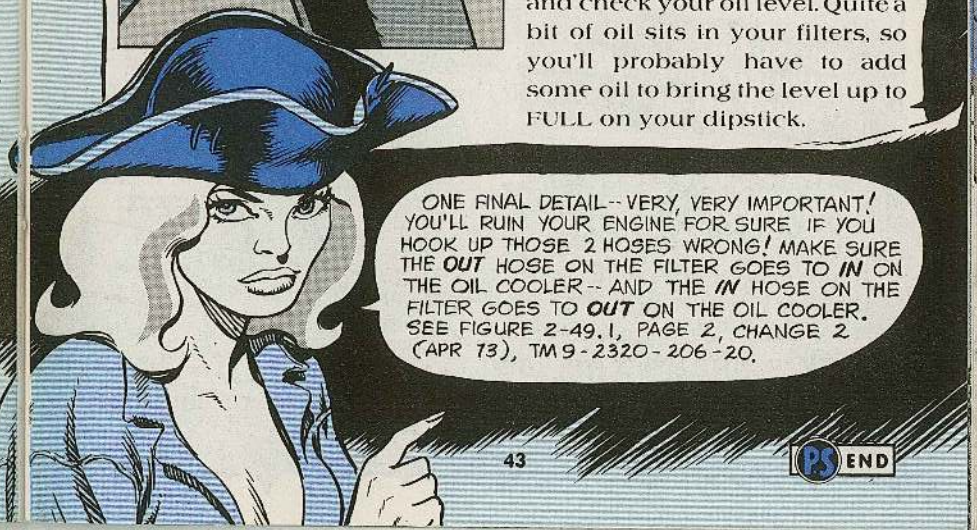


Put this assembly into the filter housing—the spring end of the spool goes in first.

Put the new gasket on the housing and install the housing on the filter flange.

After you've refilled the crankcase, run your engine for a few minutes and check for leaks on and around the filter.

Then shut your engine down and check your oil level. Quite a bit of oil sits in your filters, so you'll probably have to add some oil to bring the level up to FULL on your dipstick.



PS END

TM-206-SERIES 10-TON TRUCK . . .

TRANSMISSION-TRANSFER TROUBLES?

Next to a direct hit by a 105-MM armor-piercing round, poor PM is probably the worst thing that can happen to the transmission and transfer in your M123A1C or M123E2 10-ton tractor truck.

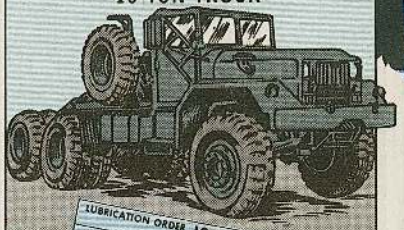
Heat and bum lubrication are the double-barrelled threat to those gear boxes.

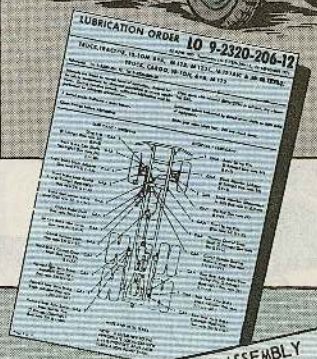
And there's no need for it to happen.

Most trouble can be pinned to—

—WRONG OIL
—PLUGGED LUBE SYSTEM
—OVERHEATING.

M123A1C AND M123E2 10-TON TRUCK




LUBRICATION ORDER LO 9-2320-206-12

OE 30— NOT (REPEAT NOT) GO 90

Some guys can't believe it. And some never heard of it.

But Note 25 in LO 9-2320-206-12 (Jun 73) means exactly what it says—the transmission and transfer get OE 30.

25. TRANSMISSION-TRANSFER ASSEMBLY
Service every 6,000 miles or semiannually, whichever occurs first, drain OE/HDO oil and flush. Refill with OE/HDO 30 oil. Remove, clean, inspect and install magnetic plugs and strainer at bottom of transfer housing. Fill to filler plug level before operation. Speed is not

Sure, it used to be GO 90. Not anymore, though. That stuff makes for too much heat.

If you've still got GO 90 in there, drain it out. Then clean the transfer pick-up screen and the magnetic plugs. (See Page 47 for more on the screen and plugs.)

Refill with OE 30.

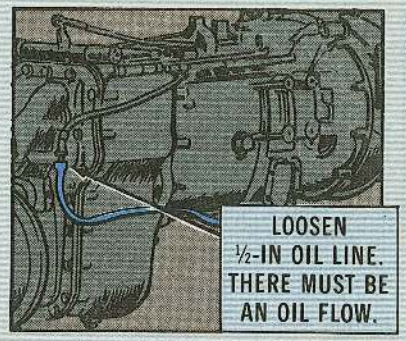
Before you take off down the road, make this check—it's real important:

Idle your engine. Make sure the transmission's in neutral and the parking brake is on.

Now loosen the ½-in oil line at the rear of the transfer case and check for oil flow. If oil comes out under pressure, the oil pump's working OK.

But if you don't get oil flow, shut down quick! Get your DS to check it out.

After 50-70 miles of operation, drain your transmission-transfer, refill with OE 30 and go through the same check.



And do it again after the next 50-70 miles of operation.

You'll have all of the old GO 90 flushed out. Your third fill of OE 30 puts you on the regular track.

From here on you drain, flush, and refill semiannually by Note 25 in the LO. To flush, you go through the same steps given for switching from GO 90 to OE 30.

PS MORE

TRANSMISSION TEMPERATURE GAGE?

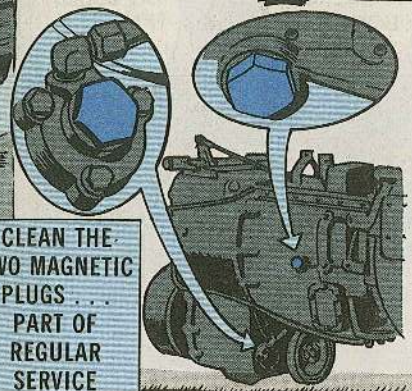
Did you notice something about "280°F" in Note 25 in the LO? It says you can operate at normal speeds if the transmission temperature stays under 280°F. If the temperature goes over 280°F, you shut down and wait until the transmission cools off. Then you keep your speed down to 35 MPH.

If your transmission overheats at this speed, just shut down and cool 'er off again.

But how do you know what the temperature is in your transmission?

You need a temperature sending unit and gage. Your support will install the setup for you.

HIDDEN TROUBLE



CLEAN THE TWO MAGNETIC PLUGS . . . PART OF REGULAR SERVICE

Part of your regular transmission-transfer service is cleaning the 2 magnetic plugs and the screen.

One of these plugs is on the right side of the transmission. The other is on the right front of the transfer. And this transfer plug screws in where the screen is. You have to take off the oil line and 3 screws to get the screen out.

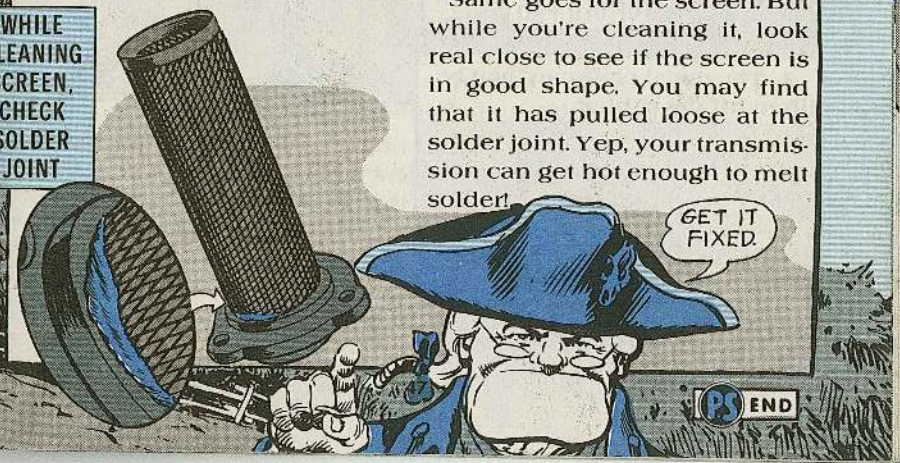
If you've never taken out one of those magnetic plugs, you'll be surprised at the junk it picks up from the oil. This stuff may look and feel like heavy grease, but it's got lots of metal particles in it—that's why it's stuck on the magnetic plug.

All you have to do is clean the plug and put it back.

MAGNETIC PLUG PICKS UP A LOT OF JUNK, METAL PARTICLES

WHILE CLEANING SCREEN, CHECK SOLDER JOINT

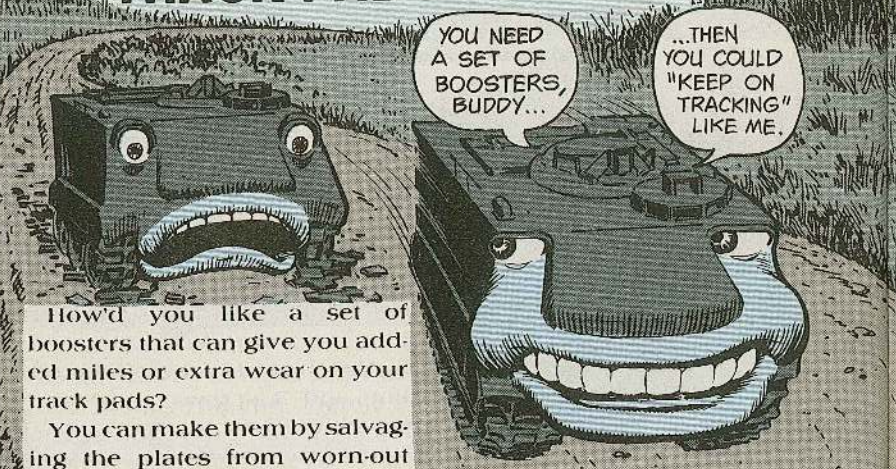
Same goes for the screen. But while you're cleaning it, look real close to see if the screen is in good shape. You may find that it has pulled loose at the solder joint. Yep, your transmission can get hot enough to melt solder!



PS END

M113A1 FAMILY . . .

TRACK PAD BOOSTERS

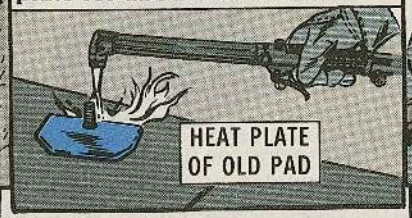


How'd you like a set of boosters that can give you added miles or extra wear on your track pads?

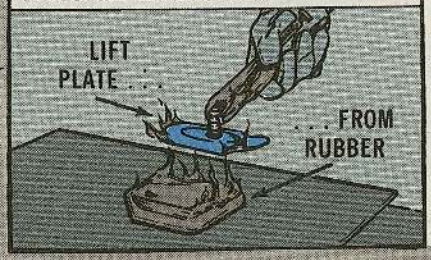
You can make them by salvaging the plates from worn-out pads.

Here's how you do it . . .

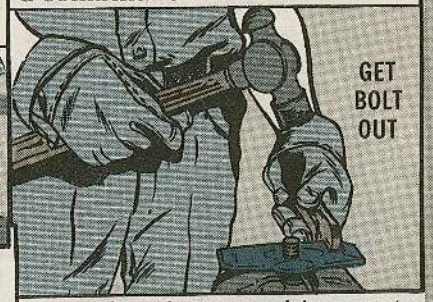
1. Turn the old track pad boltside-up and heat the metal plate for about 45 seconds.



2. The metal plate can then be lifted off the rubber.



3. Get the bolt out of the plate by cutting, by hammering, or by a combination of both.



Use the plates as shims, putting one of them over the bolt of each track pad and then locking the pad back in place.

Once you make a set of these shim plates you can use them over and over again and get additional miles out of every set of track pads you use them with.

THIN LOGBOOK STORY

Regular logbook binders are fine for items or groups of items that require a heap of forms. But when you only need 1 to 3 forms, that big binder can be a real hassle. So, put in a request for a thin logbook binder. NSN 7510-00-196-1208 will get a 1-in capacity binder just right for holding a few forms. It's listed on page 3.2 in SC 7510/30-IL-A (Jun 73). 4.20

SUPPLY HOTLINE

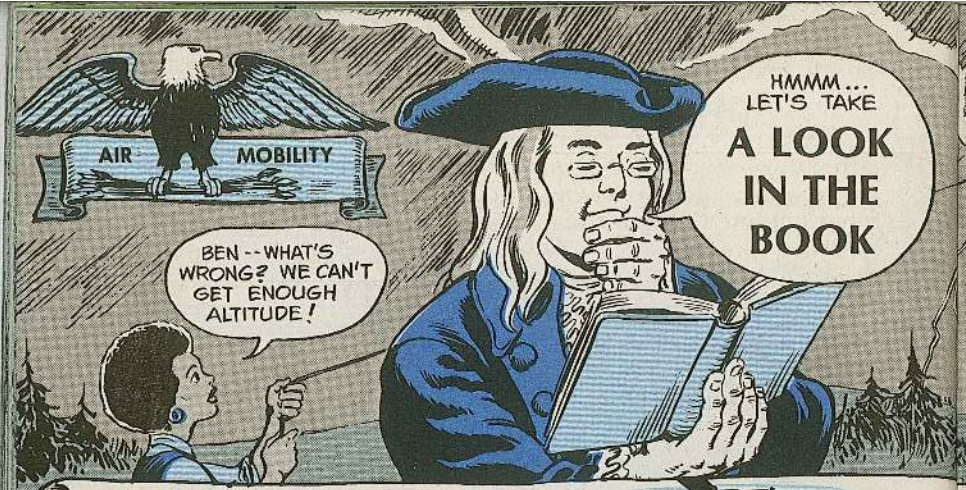
Could be the answers to your supply problems are just a phone call away.

Autovon 977-7431 is a supply hotline number to the people at MIRAC, Management Information Research Assistance Center. The center's part of the US Army Catalog Data Agency, New Cumberland Army Depot.

So, if you've got an NSN or part number problem, a code mix-up or just a good case of confusion, give 'em a call. They're the people who supply the answers.

If you call during the center's non-duty hours, an answering service will record the information and you'll get a return call the next work day. Be sure you give **all** the following: Your name, unit, Autovon number, the best time for them to call you back, the time zone you're in, and an explanation of your problem or the information you need.

If you need written verification of the answer, just say so. The MIRAC people will send you a copy of the document on which they found your answer. Then add your address and zip code to the other information so they'll know where to send it.



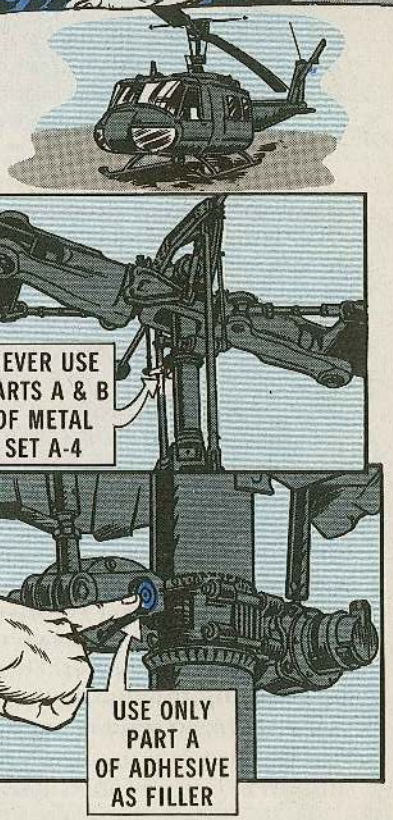
There must be some mechs in the field who feel they can pull aircraft maintenance blindfolded and with one hand tied behind their backs. To them, using the manual is "for the beginner."

For example, they do their thing with Parts A and B of Metal-Set, A-4, on the Huey (UH-1) stabilizer bar damper shaft.

However, TM 55-1520-210-20 (Sep 71) says to use only Part A of the adhesive as a filler. Using both parts makes the adhesive hard as a rock. It takes a chisel to get the lever off again. You know what that means—a damaged shaft and arm . . . and some ruined parts.

Using the wrong parts on your bird can also cause a lot of grief.

For example, plastic chains are still being spotted on the fuel cell cap. Those babies break real easy and who knows what happens to the pieces?

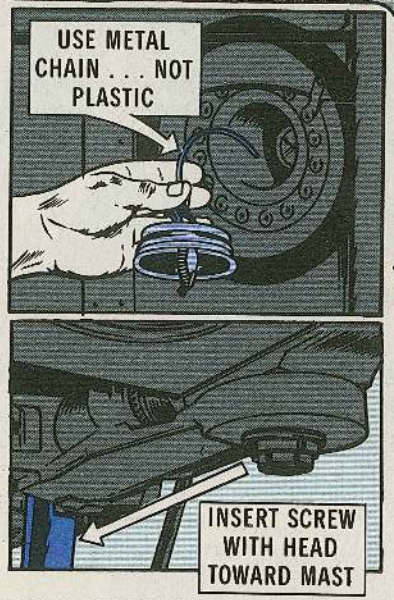


Again, a little looking in the right place can save your whole day. Replace that plastic chain with the metal one listed in TM 55-1520-210-20P-2 (Apr 74). You want bead chain, NSN 1560-00-626-8541. Use 2 retaining pins, NSN 5315-00-514-2660, to attach the chain to the fuel cell cap.

Fact is, new maintenance poop is always in the works that'll change your way of doing things.

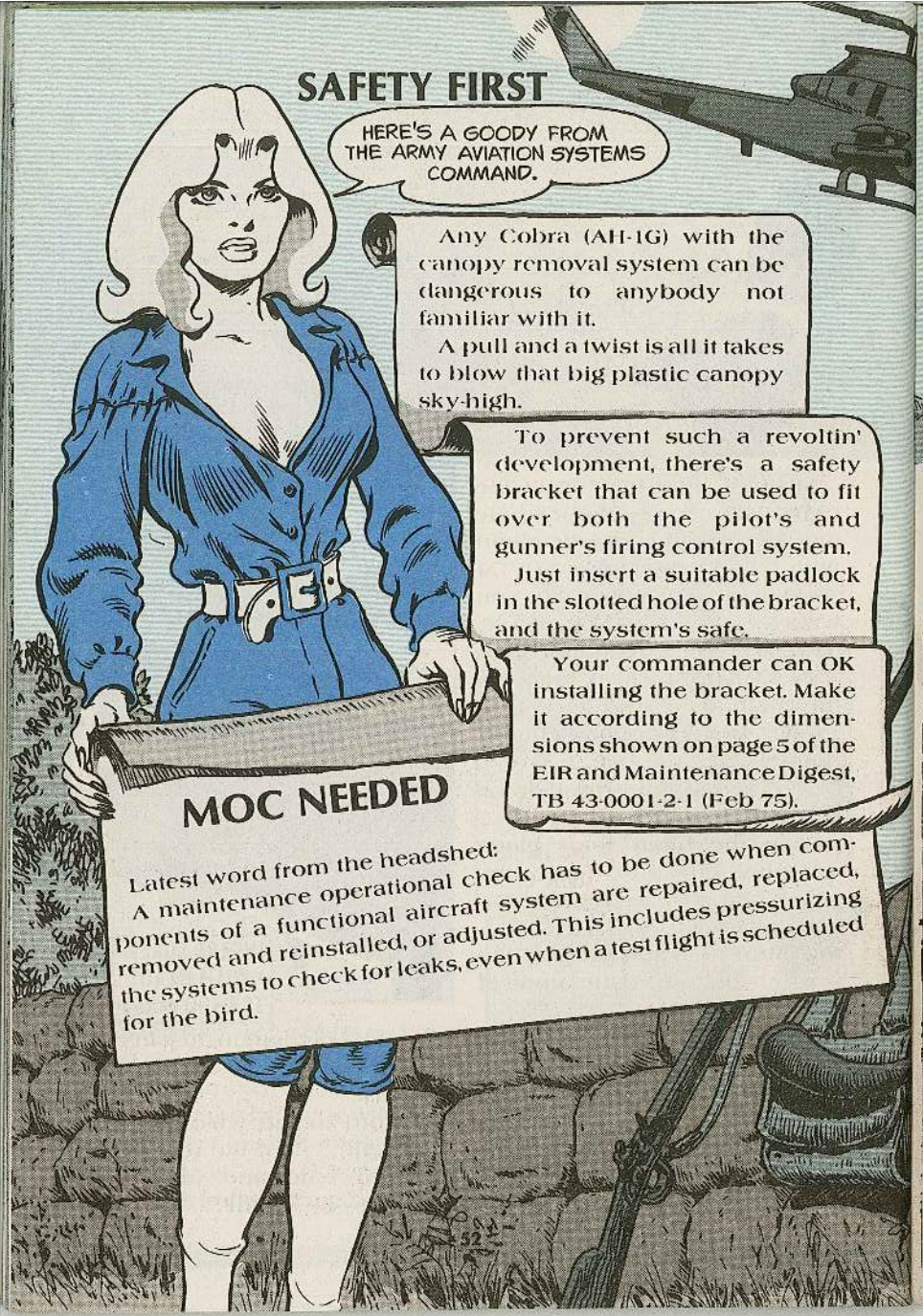
Take the main rotor blade retaining bolt nut for example. When you torque the nut and install the locking screw, the pub calls for placing the screw head toward the center of rotation (mast).

A lot of time and elbow grease has been spent re-torquing the nut to center the screw head on the mast. No more! The pub is being changed to remove the requirement for positioning the screw head exactly toward the center of rotation. Just insert the screw with the head toward the mast.



A word to the wise may be sufficient . . . but the rest of us need to read and heed the manuals—all of 'em!

SAFETY FIRST



Any Cobra (AH-1G) with the canopy removal system can be dangerous to anybody not familiar with it.

A pull and a twist is all it takes to blow that big plastic canopy sky-high.

To prevent such a revoltin' development, there's a safety bracket that can be used to fit over both the pilot's and gunner's firing control system.

Just insert a suitable padlock in the slotted hole of the bracket, and the system's safe.

Your commander can OK installing the bracket. Make it according to the dimensions shown on page 5 of the EIR and Maintenance Digest, TB 43-0001-2-1 (Feb 75).

MOC NEEDED

Latest word from the headshed:

A maintenance operational check has to be done when components of a functional aircraft system are repaired, replaced, removed and reinstalled, or adjusted. This includes pressurizing the systems to check for leaks, even when a test flight is scheduled for the bird.

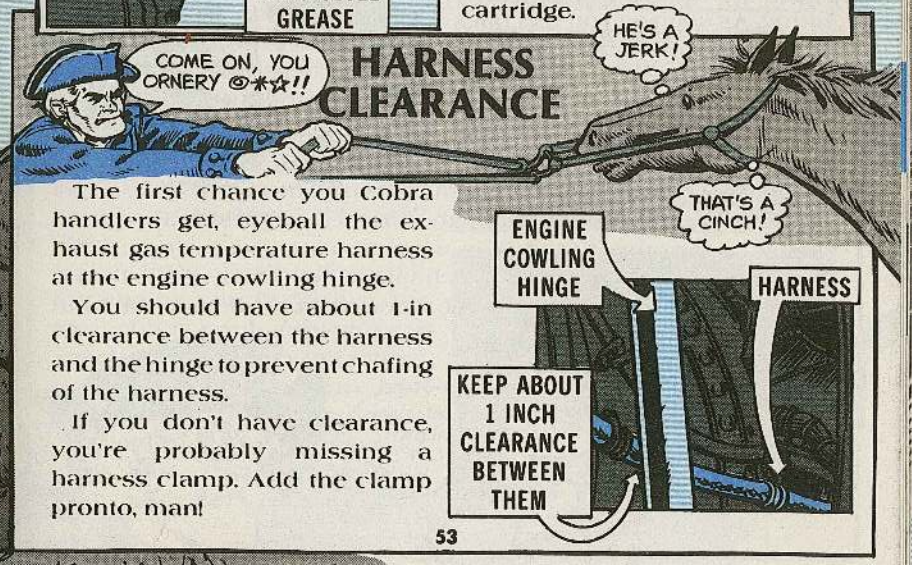
NO PURGE NEEDED

When you Cobra (AH-1G) mechs lube the tail rotor blade grips on the Preventive Maintenance Daily, it's not necessary to disconnect the pitch change links and rotate the blades.

That time-consuming chore is done only on the 25-hr purge job.

Pack your gun with grease, MIL-G-81322, called for in the lube chart, Ch 15 (May 74) to TM 55-1520-221-20. NSN 9150-00-944-8953 will get you 1-lb of the new, wide temperature range grease . . . NSN 9150-00-484-4009 a 14-oz cartridge.

HARNESS CLEARANCE



The first chance you Cobra handlers get, eyeball the exhaust gas temperature harness at the engine cowling hinge.

You should have about 1-in clearance between the harness and the hinge to prevent chafing of the harness.

If you don't have clearance, you're probably missing a harness clamp. Add the clamp pronto, man!

Some have 2--Some DON'T

Dear Windy,

We lube the props on our Seminole every 50 hours according to TM 55-1510-201-20 (Jan 69). The lube chart shows 1 grease fitting per blade.

However, a caution note in para 8-10 of the pub says to remove 1 grease fitting from each blade and shoot the works thru the other fitting.

We only have 1 fitting per blade. Are we missing something, Windy?

SFC R.W.B.,

Dear Sergeant R.W.B.,

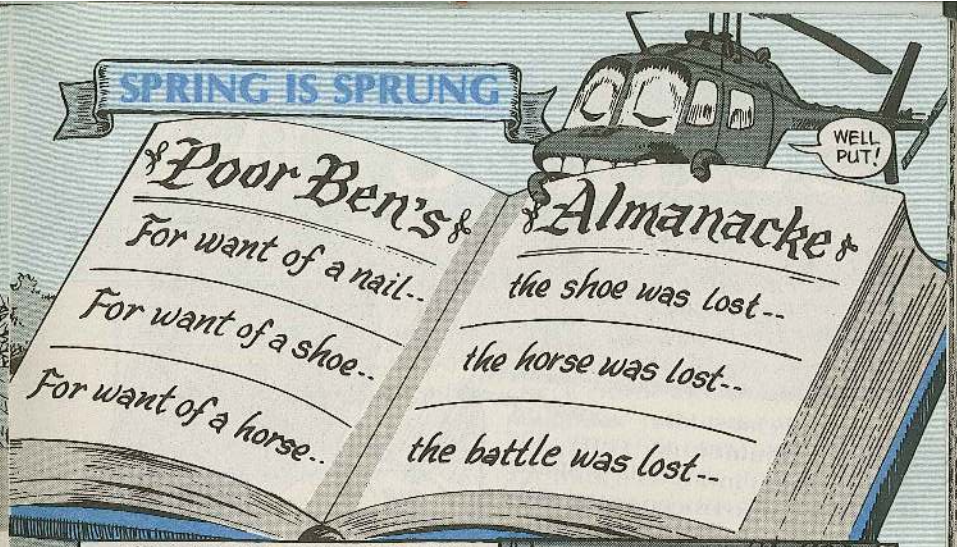
Yes, indeed!

Ch 11 (Apr 73) to TM 55-1610-206-40 (Dec 68) adds the second grease fitting, which your props will get at overhaul.

Meanwhile, never use muscle when greasing blades with 1 fitting. As soon as you feel back pressure on the gun—stop! Too much pressure will damage blade seals and that'll mean extra sweat and elbow grease for a prop change.

You'll get better bearing lubrication with 2 fittings. When you get them, just remove the fitting on the counterweight side and pump grease in the other fitting. Stop when you see grease coming out the open hole. The bearing chamber will then be full and additional pressure will damage blade seals, leading to leaks and a prop change.

SPRING IS SPRUNG

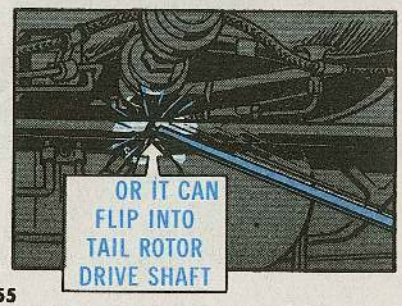


The next time you Kiowa (OH-58A) types open up the engine cowling, left side, check out the support rod retaining clip.

If the clip loses its retaining power the rod can flip into the tail rotor drive shaft during flight and scratch it.

'Course, **you** wouldn't ruin an expensive drive shaft for want of a 10-cent clip, right? Not when you can keep some of those babies on hand. Just ask for—spring tension clip, NAS 1464B036-04N, NSN 5340-00-182-9888.

The clip is usually attached to the engine pan by a rivet. If a rivet gun is not handy you can attach the clip with the following: screw, MS35206-215, NSN 5305-00-889-2997; washer, AN960PD4L, NSN 5310-00-187-2397; nut, MS21042L04, NSN 5310-00-807-1471.



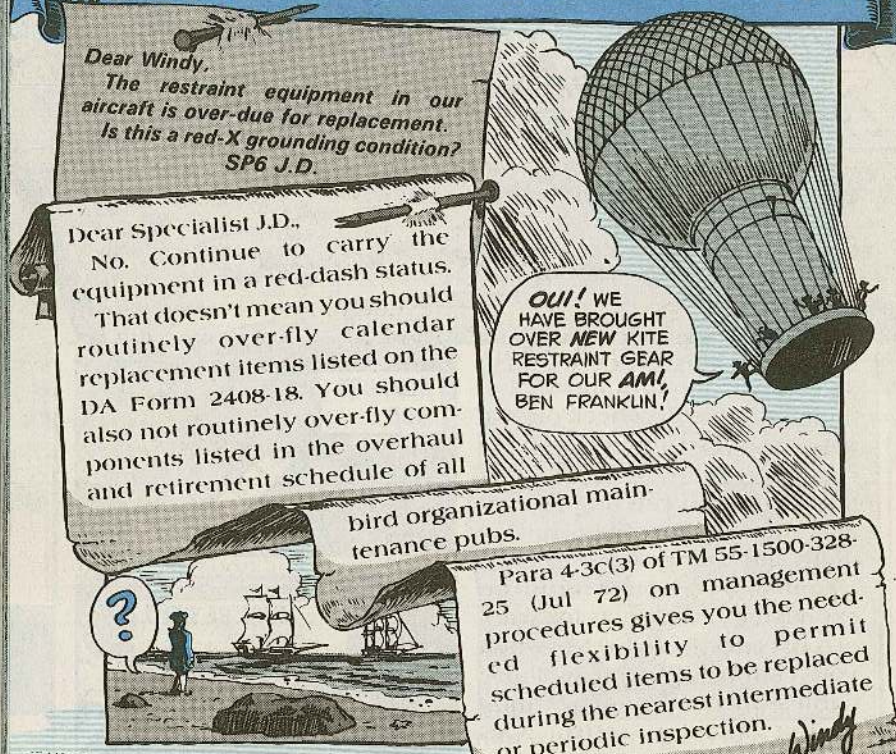
A MATTER OF SCHEDULING

Dear Windy,
The restraint equipment in our aircraft is over-due for replacement. Is this a red-X grounding condition?
SP6 J.D.

Dear Specialist J.D.,
No. Continue to carry the equipment in a red-dash status.
That doesn't mean you should routinely over-fly calendar replacement items listed on the DA Form 2408-18. You should also not routinely over-fly components listed in the overhaul and retirement schedule of all bird organizational maintenance pubs.

Para 4-3c(3) of TM 55-1500-328-25 (Jul 72) on management procedures gives you the needed flexibility to permit scheduled items to be replaced during the nearest intermediate or periodic inspection.

Windy



COTTER PINS NEEDED

Self-retaining bolts used at critical control points add an additional safety factor to the operation of your Chinook (CH-47). Contrary to the poop on page 46 of PS 263, tho, cotter pins are still required. Keep using those little giants!

NO ENTRY NEEDED

When you hot pilots test-fly an aircraft following the PM Periodic, you check out all the avionics gear, right? Right-on!

And that includes the VOR receiver check called for in para 10-12 of TM 1-225 (Dec 68) on navigation.

'Course, the tech manual doesn't require a VOR logbook entry. It does make reference to Federal Air Regulation 91.25. That reg does call for a log book entry but you can forget that one.

The intent of the info in the tech manual is to point out where the specific performance check can be found—not to levy a logbook requirement.

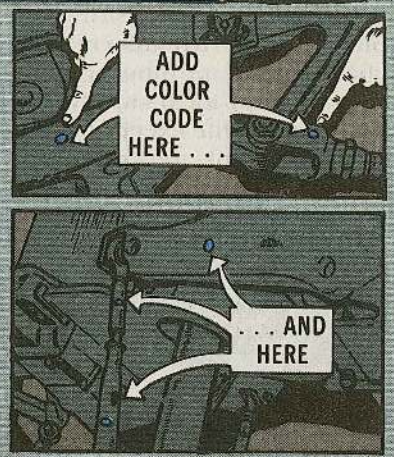
Para 4-17b(4) of TM 38-750 (Nov 72) indicates that if an item is included in a checklist, it's not necessary to carry it on the DA Form 2408-18.

COLOR ME BLUE

It's not surprising when some mechs end up blue in the face from re-rigging dynamic controls and re-balancing rotor assemblies—when it's not necessary!

Like, before you start pulling components off your bird, color code 'em if they aren't already coded. Para 6-9 in TB 746-93-2 (Jan 71), on painting and marking of aircraft, has the "how to" info.

Installing parts in their original position can save you and your buddies a lot of extra sweat and elbow grease.



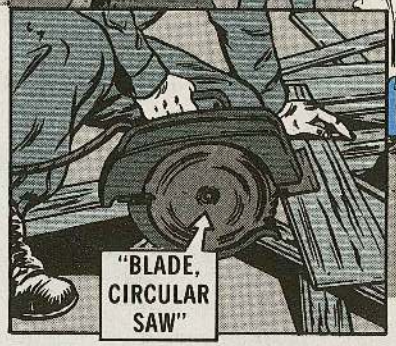
COMBAT SUPPORT

NEW TEETH FOR YOUR SAW . . .

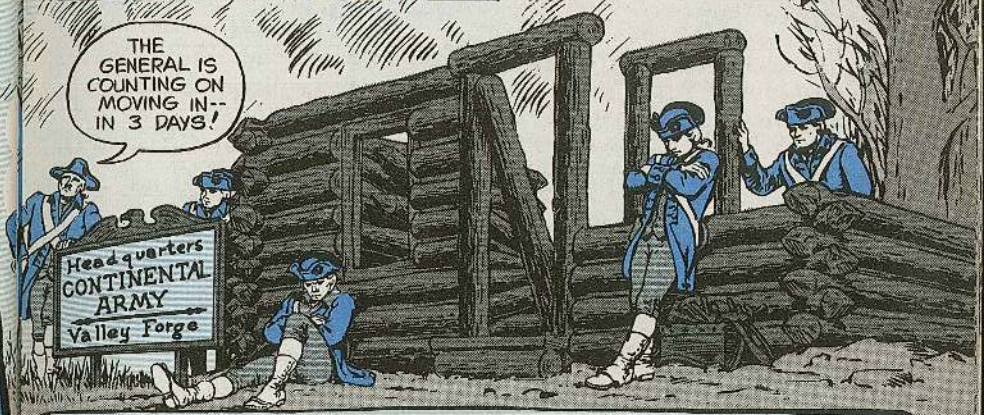
ROTARY BLADE ROUND-UP

So the circular saw in your engineer tool set needs dental work . . . and your tool kit list has no replacement blades?

Relax—the blades listed here are stocked at Defense General Supply Center, Richmond, RIC S9G. Those printed in blue come thru regular request channels. For the others, depending on your local supply, you may have to file exception data requests until they're in the Army Master Data File—AMDF.



The name is "Blade, Circular Saw . . .—"



NSN 3230-00-	Dia	Arbor Dia	No. of Teeth	Type	Class
947-3858	7	5/8 & 1/2	20	III	1
204-3608	8	5/8 & 1/2	20	III	1
204-3605	8	5/8 & 1/2	60	III	2
204-3624	8	5/8 & 1/2	36	II	1
204-3625	8	5/8 & 1/2	100	I	2
204-3610	10	5/8 & 3/4	36	II	1
204-3626	10	5/8 & 3/4	100	I	1
264-3998	10	5/8 & 3/4	80	III	2
279-0738	10	5/8 & 3/4	44	III	1
279-0740	10	5/8 & 3/4	44	III	1
287-7573	12	3/4 & 1	44	III	1
287-8298	12	3/4 & 1	44	III	1
294-6960	12	3/4 & 1	90	III	2
460-4734	12	3/4 & 1	44	III	1

BLADES IN BLUE AVAILABLE THROUGH REGULAR CHANNELS.

Type I = Crosscut Type II = Rip Type III = Combination
Class 1 = Flat Ground Class 2 = Hollow Ground

The hollow-ground blades are for fine crosscuts, rips or miters in hardwoods, furniture and plywood—places where neatness counts. It's best not to burn them up or wear them out on heavy timber stock.

REPORTING

Dear Half-Mast,

We have a problem preparing the Materiel Readiness Report, DA Form 2406. Our unit is authorized 2 reportable 5-ton trucks but we don't have any on hand. We do have 1 substitute truck assigned. However, the substitute is not reportable. So, the DA Form 2406 goes in showing us short 2 vehicles when we are actually short only one.

SFC G.F.F.

MATERIEL READINESS REPORT (TM 38-750)

4. TO: Commanding Officer, 43rd Engineer Group, Ft. Parslow, MI 49441

11. NO.	NOMENCLATURE: NOUN	MODEL	LINE NO.	DENSITY: AUTH	ON HAND
a	b	c	d	e	f
1	Truck, Cargo, 5T	M54A1C	HT X40931	2	2
2	Truck, Cargo, 5T	M813	HT X40968	2	0
3	Truck, Cargo, 5T	M656	HT X41327	0	1

DA FORM JAN 64 2406

SUBSTITUTE ITEMS

TO: 5079 | 2. DATE PREPARED: 5082 | 3. TYPE DATA: ☒ ACCUMULATIVE ☐ CURRENT STATUS | REPORTS CONTROL SYMBOL CSGLD 1042 (R1)

t Bn, 43rd Engineer Group, t. Parslow, MI 49441 | 6. ORGANIZATION CODE: W33RB1 | 7. TOE NO.: 5-101G | 8. STRAC ☐ YES ☐ NO | 10. PAGE NO. 1 | 9. UTILIZATION CODE: ON | 10a. NO. OF PAGES 2

EQUIPMENT AVAILA

POSSIBLE DAYS	AVAILABLE DAYS	OR MAI
g	h	i
117	97	
0	0	
68	68	

WHEN YOU'RE AUTHORIZED A REPORTABLE ITEM, BUT YOU DON'T HAVE ANY ON HAND, GO AHEAD AND LIST IT. PUT THE NUMBER YOU'RE AUTHORIZED IN COLUMN e AND O IN COLUMN f.

WHEN YOU'RE ASSIGNED A REPORTABLE SUBSTITUTE OR AN UNREPORTABLE SUBSTITUTE WITH LCC A, B, T OR U IN SB 700-20, LIST IT AS A SEPARATE ITEM IN THE CORRECT LETTER AND NUMBER ORDER. PUT 0 IN THE AUTHORIZED COLUMN AND THE NUMBER YOU HAVE ON HAND IN COLUMN f.

Dear SFC G.F.F.,

There's a way to show unreportable substitute items on your DA Form 2406. Para 3-6b (4) (b) in TM 38-750 says report unreportable substitute items when they're listed in SB 700-20 with logistic control code (LCC) A, B, T or U, and have operational characteristics similar to the authorized item.

So, you list the item you are authorized on the DA Form 2406. Put the number you're authorized in column e, in this case, 2. Then list the LIN for the substitute item on another line in the correct letter and number order. Put 0 in the authorized column and 1 in the on hand column.

Half-Mast

Dear Half-Mast,

When you have an item that requires a DA Form 2408-5 according to Appendix E of TM 38-750 and a component of that item is also listed in the appendix as requiring a 2408-5, do you have to maintain 2 forms?

SSG M.W.V.

EASING MWO WOES

Dear SSG M.W.V.,

Yes. You must keep a DA Form 2408-5 on the component as well as the end item when both are listed in Appendix E with an X under that form and there are MWO's published against both.

However, you do not initiate a DA Form 2408-5 until you receive notice of an MWO on the item or component.

The reason a -5 is also required on a component is that the MWO record goes with the component—before it is installed and after it is removed.

1. NOMENCLATURE: AN/VRC-53 Radio Set | 2. REGISTRATION NUMBER | 3. SERIAL NUMBER: 12697A

4. MODIFICATIONS REQUIRED

MWO NUMBER	DATE OF MWO (Day/Mo/Yr)	PRIORITY	ECH	MWO TITLE AND KIT NUMBER(S)
a	b	c	d	e
5800-Z11-30-1	13/9/72	2	F	

5. MODIFICATIONS COMPLETED

DATE MWO APPLIED (Day/Mo/Yr)	MAN HRS	ORGANIZATION APPLYING MWO	SIGNATURE (Certification of MWO Application)
f	g	h	i

1. NOMENCLATURE: AN/PRC-25 Radio Set | 2. REGISTRATION NUMBER | 3. SERIAL NUMBER: 47932C

4. MODIFICATIONS REQUIRED

MWO NUMBER	DATE OF MWO (Day/Mo/Yr)	PRIORITY	ECH	MWO TITLE AND KIT NUMBER(S)
a	b	c	d	e
11-5800-Z11-30-1	13/9/72	2	F	Eliminate hazardous condition

5. MODIFICATIONS COMPLETED

DATE MWO APPLIED (Day/Mo/Yr)	MAN HRS	ORGANIZATION APPLYING MWO	SIGNATURE (Certification of MWO Application)
f	g	h	i

DA FORM 2408-5

TEAM-UP

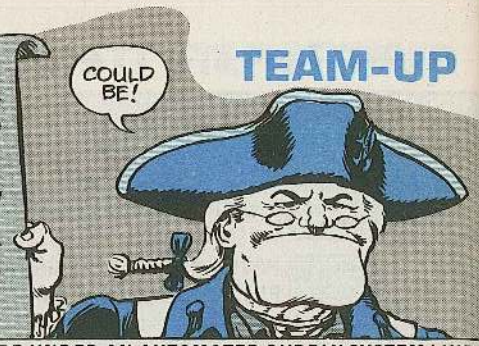
Dear Half-Mast,

When our DSU passes our requests on, our supplies are delivered on a DD Form 1348-1.

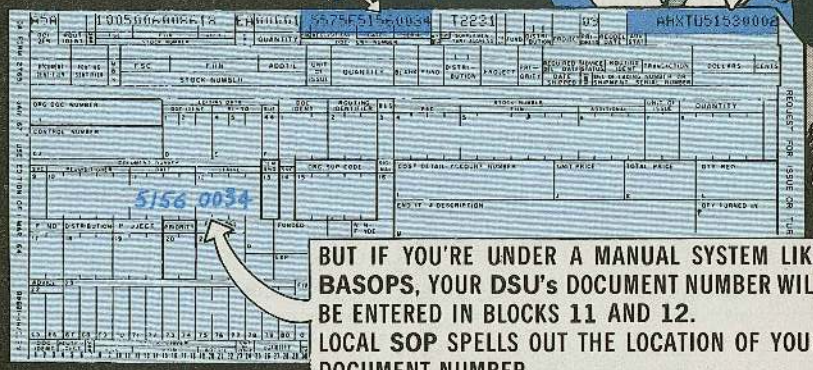
The form shows our DSU's document number, but not ours. It would save a lot of time and trouble (checking in supplies) if our document number would be listed somewhere on the 1348-1.

Are we missing something?

R.J.M.



IF YOU'RE UNDER AN AUTOMATED SUPPLY SYSTEM LIKE **DLOGS**, **DSU's** DOCUMENT NUMBER WILL APPEAR HERE AND YOUR DOCUMENT NUMBER HERE



BUT IF YOU'RE UNDER A MANUAL SYSTEM LIKE **BASOPS**, YOUR **DSU's** DOCUMENT NUMBER WILL BE ENTERED IN BLOCKS 11 AND 12.
LOCAL **SOP** SPELLS OUT THE LOCATION OF YOUR DOCUMENT NUMBER.

DOCUMENT REGISTER FOR SUPPLY ACTIONS

For use of this form, see AR 735-35; the proponent agency is Office of the Deputy Chief of Staff for Logistics.

ORGANIZATION/ACTIVITY: Co. A 1st Bn 60th Inf (Mech) | UNIT IDENTIFICATION CODE: W3XEAA | DATES (Day, Month, Year) FROM: 5720 | TO: | PAGE NO.: 32

PRIORITY AND DATE	DOCUMENT SERIAL NO.	CONTROL NUMBER	REMARKS	SUPPLY ACTIVITY	QTY REQ	REC OR TURNED IN	QTY DUE-IN	DATE COMPL	MISC
~~14/5120~~	~~0506~~		~~3030-00-833-1336 Belts, V~~	302	1			AGI 5152	
14/5120	0507		2530-00-714-6155 Cap, Grease	302	1	1		5151	NSL
14/5120	0508	5122-0015	6350-00-772-7664 Buzzer	302	1				
07/5122	0501		5930-00-991-6173 J.B. Pat. Lic Switch, Assy	302	1	1		5140	
14/5127	0502	5126-0021	5935-00-900-6281 Adapter	302	4				
09/5153	0501	5156-0034	1005-00-600-8618 Plunger, Extruder	302	3				

DSU's DOCUMENT NUMBER GOES IN "column c"

DA FORM 2064 REPLACES DA FORM 2064, 1 MAR 82, WHICH IS OBSOLETE.

DOCUMENT NUMBERS

Dear R.J.M.,

When your request is passed on, your DSU sends a status card to you. Along with other info needed to handle the transaction, your DSU records its document number on the card. You'll find it in the card's blocks 11 and 12 or printed on the top line of the card as the requisition document number. Your document number will also be printed on the card so it's easy to match up.

Before you stash the card in your dues-in file, you have to record DSU's document number alongside your own document number in your document register. DSU's number goes in column c of your register.

Then when your supplies arrive on a DD Form 1348-1, you can easily match the form's document number to the open request on your register.

By all means, keep in touch with your DSU to make sure you get the document number info you need on requests that are forwarded up the supply line.

DA FORMS 444 ON PILFERABLE ITEMS

Dear Half-Mast,

AR 710-2 says shortage adjustments of items listed in Appendix N, Sensitive/Pilferable Items, require a DA Form 444.

Appendix N lists Communications/Electronics Equipment and Parts under Pilferable Items. Where do we draw the line? Must we put out a DA Form 444 on every piece of commo equipment that is missing or lost?

SGM A.M.H.

Dear SGM A.M.H.,

Negative.

DA Forms 444 are required on lost and missing items listed in Appendix N only when those particular items are coded J or Y for pilferable items in the Security Classification (SEC) column of the AMDF. Other equipment requires a DA 444 when any one of the pilferable codes listed in Appendix N appears in the SEC column.

MSG Half-Mast

INVENTORY ADJUSTMENT REPORT (AR 711-16)

STATION | DATE PREPARED | PAGE NO. | NUMBER OF PAGES

ITEM NUMBER	STOCK NUMBER / PART NUMBER	NOMENCLATURE	UNIT OF ISSUE	QUANTITY OVER	QUANTITY SHORT	STANDARD PRICE	AMOUNTS DEBIT	AMOUNTS CREDIT

I CERTIFY THAT THE ABOVE INVENTORY ADJUSTMENTS ARE NECESSITATED BY DIFFERENCES BETWEEN THE BALANCES AS RECORDED ON THE STOCK CARDS AND THE BALANCES COUNTED ON THE PHYSICAL INVENTORY MADE ON

ACCOUNTABLE OFFICER

LOCATION OF COUNT SLIPS DISCLOSING ABOVE DISCREPANCIES | NAME | GRADE | VOUCHER NO. | ACCT. TRANS. CODE

DA FORM 444 PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE.

X-RATED DA FORMS 2408-1

Dear MSG Half-Mast.

We're required to place an X status symbol on the DA 2408-1 daily when any sub-system is ESC Red.

I say the DA 2408-1 on a truck applies only to the truck and not to commo and weapons even though they are part of the system. So, a system evaluation of Red, sub-system ESC Red and a DA Form 2404 in the log book showing a Red system is sufficient.

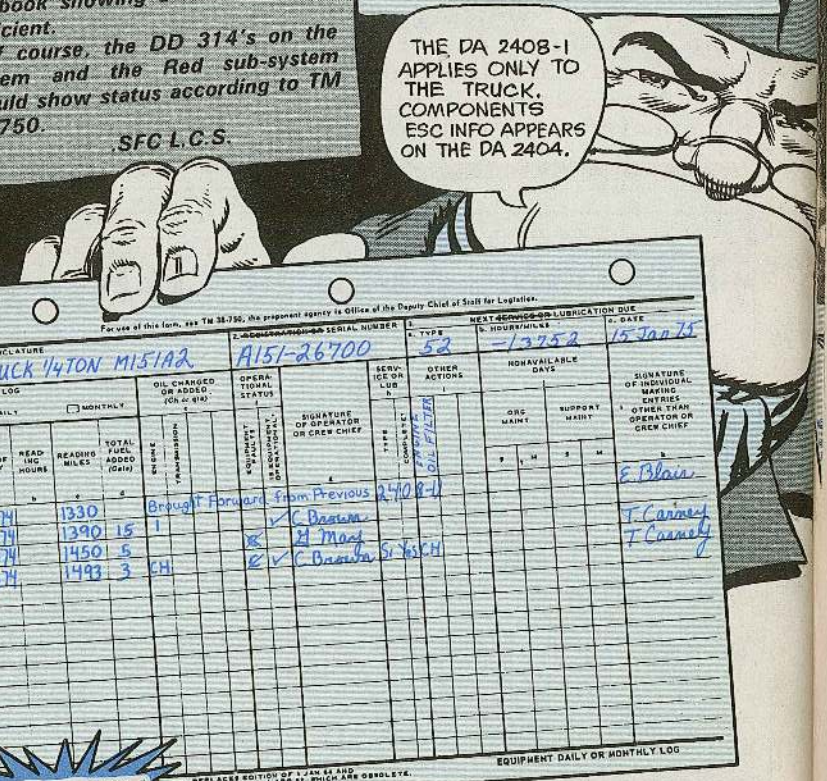
Of course, the DD 314's on the system and the Red sub-system should show status according to TM 38-750.

SFC L.C.S.

Dear SFC L.C.S.,

You're right! The daily on the truck's operation does apply only to the item which requires the DA Form 2408-1.

Other items, like the commo equipment listed as a sub-system, are shown on the DA Form 2404 ESC.



Connie's Mini Minis

Use Burner Unit Shield!

Use that top shield when you're operating your M2 burner unit! It'll keep the frame of the unit from warping or melting and it shields your gas tanks from the flame. Sure, you're tempted to leave it behind when you go to the field. That way it's always clean and shiny and ready for inspection. But the shield's needed to deflect the heat right, and without it you're playing with fire and a statement of charges for sure.

Coverall Correction

If you're wanting mechanics' coveralls, ignore the stock numbers on page 47, PS 269.

For the regular weight use:
- NSN 8405-00-131-6507, Small.
- NSN 8405-00-131-6508, Medium.
- NSN 8405-00-131-6509, Large.
- NSN 8405-00-131-6510, Extra Large.
- NSN 8405-00-131-6511, Extra-Extra Large.

For cold-weather coveralls, use:
- NSN 8415-00-753-6483, Small.
- NSN 8415-00-753-6484, Medium.
- NSN 8415-00-753-6485, Large.

Receptacle Cover Gasket

Need a gasket for the trailer receptacle cover for your M151-series ¼-ton? You can get it with NSN 5340-00-176-0457 as Disk, Solid Plain. Stick it on with Adhesive, Rubber Type II, Spec MMM-A-1617. NSN 8040-00-664-4318 gets you a pint can.

Chaparral GSCB

Wipe the information on page 21 of PS 268 out of your mind next time you're about to remove the generator set control box (GSCB) from your Chaparral launching station. The latest word is that you disconnect negative cables W22E1 from the BT-1 battery and W19E1 from the BT-4 before you remove the GSCB. Forget that info about disconnecting the W21E2 and W23E2 cables.

M551 Sheridan Oil Filter Fun

Having fun trying to order an engine oil filter element for your M551 Sheridan? Page 152 of your TM 9-2350-230-24P/1 (Jun 71) list it as NSN 2940-00-555-6348. Don't you believe it. Use NSN 2940-00-580-6283 instead and you'll get your filter.

☆U.S. GOVERNMENT PRINTING OFFICE: 1975 - 657-034/11

Would You Stake Your Life right now on the Condition of Your Equipment?


Guilford C.H.
New Garden
Now . . . as Then . . .
PM's THE WAY!!
UH-OH! WET POWDER...
OH, NO-- MY FRIZZEN'S JAMMED AGAIN!
SPUT
IF ONLY WE HAD EIR's!
RIGHT! THERE'S GOT TO BE A BETTER WAY TO LET THE HEAD SHED KNOW OUR PROBLEMS!
DRAT!! TOUCHHOLE IS CLOGGED!
They may not be
REVOLUTIONARY...
but EIR's and DA Form 2028
do the job—BELIEVE IT!